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On 27th August, at Sutton, Surrey, the wife of Alex. Cumming, of a daughter.

On 30th September, at Shanghai, the wife of F. S. Abbott, of a son.

#### MARRIAGE

On 23rd September, Shanghai, Frederick STEPHEN, second son of George Rampling, Esq., Leeds, Yorkshire, to LOUISE ELIZABETH, second daughter of Captain James Gray, Shanghai, late Commander, China Mutual Co., London.

#### DEATHS

On 21st September, at Yochou, Hunan, WILLIAM HILL KELLY, the thirteen-months-old son of Dr. and Mrs. William Kelly.

On 24th September, at Kuling, MARION JOAN, younger daughter of Mr. and Mrs. EVERARD FRASER, Hankow, aged three years.

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## The Hongkong Telegraph

MAIL SUPPLEMENT.  
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, OCTOBER 7, 1905.

### THE CHINA SQUADRON'S VISIT TO JAPAN.

(2nd October.)

The visit of the British Far Eastern Squadron to the principal ports in Japan, as first mentioned in our columns, marks an epoch in the history of the British and Japanese navies. It is a recognition of the success which has attended our ally's arms—and particularly of the prowess of the Japanese navy—in the late war. This is probably the first occasion on which a British fleet has proceeded to Japan on a mission of friendship and goodwill. It is significant of the new attitude of the two great fleets in the Far East that the visit is welcomed by every one in Japan. Not a dissenting voice has been heard on the subject, and the visit should have the effect of cementing those good relations which are so essential to the combined action of the fleets. The British squadron may not be very imposing sight as compared with the squadron which visited Great Britain last year, but the fleet which received the French visitors at Portsmouth, but it is composed of the flower of the men-

of-war in the Far East. Such vessels as the *Diadem*, on which the flag of Admiral Sir Gerald H. U. Noel will fly, and the cruisers *Andromeda*, *Astron*, *Bombardier*, *Hoguet*, and *Suffield*, are by no means to be despised by a nation whose latest conquest at sea was mainly the work of cruisers of even less tonnage than that represented by the British squadron, while the fleet of torpedo-boat destroyers which will accompany the squadron should give an air of business-like ability to the visiting ally likely to be appreciated by the seamen of Japan. This trip to the chief ports of Nippon is exceedingly well-timed. Now that the new Anglo-Japanese Agreement has been adopted and signed, Britain and Japan are more closely associated in the defence of their mutual interests in this part of the world than ever before. It is desirable therefore that the common people of Japan should have an opportunity of realising by ocular proof part of the benefits which will be afforded by the unity of the two fleets and the amicable relations of the two Powers; and nothing is better calculated to picture forth the strength of the alliance than a naval demonstration. The Japanese Fleet, we learn, will assemble in Tokyo Bay on the occasion of the British squadron's appearance, and the exhibition of naval power—power which has been tried and proved—should be a marvellous commentary on the value of the Alliance. At Yokohama, Admiral Sir Gerald Noel and the chief officers of the British fleet will be entertained at a banquet and it may be taken for granted that at Nagasaki, Kobe, and other ports on the visiting itinerary will not be backward in doing honour to their guests and friends. The *entente cordiale* is in the air; peace and good-will seem to be the guiding sentiments of the day; and who shall say that much of this result is not to be traced to the terrors of modern warfare as demonstrated in the terrible fighting which occurred in the course of the Russo-Japanese War? The British China Squadron leaves Weihaiwei for Nagasaki to-day, and all true friends of the Alliance will support this outward and visible token of good fellowship to the Japanese nation with the utmost heartiness.

### THE CLOCK TOWER.

In replying to the criticism of the unofficial members of the Legislative Council on the Budget, His Excellency the Governor referred to the suggested removal of the Clock Tower from its present site to a spot on the prairie, where its face might be seen by the shipping and might be visible to those having business on the quays. In a rather humorous way the Hon. Mr. Gershom Stewart said: "If your Excellency would, further, take the Clock Tower by the hand and lead it down towards the waterfront and endow it with a large, clean, new face so that it could pass the time of day to every ship in the harbour, a busy street would be relieved of a long standing congestion and a considerable improvement would be effected." But His Excellency was not at all convinced that there was any real public desire for the removal of the Clock Tower from its present position. If His Excellency consulted any member of the public who is in the habit of passing along Queen's Road daily, he would speedily understand that the Clock Tower as it now stands is nothing more or less than a public nuisance. The clock cannot be seen from Queen's Road without a straining of the neck which threatens dislocation. It cannot be seen from Wyndham Street, and its face in Pedder Street is obscured by the foliage of the trees there. In fact the only point from which it can be consulted is somewhere in the vicinity of Hotel Mansions. (When the Clock Tower was erected, it no doubt met what is usually described as a felt want; nowadays it is entirely out of place—hidden as it is by lofty buildings on three sides. This question of the removal of the Clock Tower has been on the tapis for years; plans were once drawn up on the subject, but they have doubtless disappeared in some pigeon-hole. Every unofficial member of the Legislative Council has had a voice in advocating the removal of the Tower, holding that it is not fulfilling its function as a time-record of care reference, and that it is, besides, a real impediment to the street traffic at one of the busiest corners in the city. It is to be hoped that His Excellency will soon be enlightened regarding the sentiment of the general public with respect to the Clock Tower.

### THE ANGLO-JAPANESE SHIPPING COMBINATION.

(4th October.)

Much significance attaches to the telegrams which have lately appeared with reference to the proposed formation of an Anglo-Japanese shipping firm in Liverpool, with a capital of £5,000,000. There seems to be absolutely no doubt that such a syndicate will be formed, if it has not already entered into existence, and the question which affects shipping firms in the Far East, and in Hongkong especially, is the probable extent of the new syndicate's operations. Well-informed opinion has not hesitated to suggest that the newly-formed concern intends to make a bid for the trade of the China coast, which is at present in the hands of a variety of firms in Hongkong and Shanghai. An American correspondent has also given voice to the rumour, that the syndicate's vessels will endeavour to oust the British vessels at present engaged in the Hongkong-Manila trade. It would therefore seem that in every direction the carrying trade of the Far East is being threatened by the operations of the Anglo-Japanese syndicate, whose capital would certainly allow an ample margin for fighting

purposes. The Hongkong firms interested in the shipping trade to the China coast might view the entrance of a new competitor into the field with a certain amount of equanimity, were the contest for supremacy likely to be waged on level terms. This, in fact, is the crux of the whole question. An Anglo-Japanese shipping firm will probably be in a position to compete on terms impossible for the average British firm. The Japanese Government has adopted a policy involving the subsidising of all lines whose steamers are likely to prove useful in time of war. The Nippon Yusen Kaisha, benefited by this policy while peace prevailed, and their ships were almost without exception, taken over by the Japanese Government when war with Russia broke out. The subsidy, therefore, proved of advantage to both parties in time of peace—to the Nippon Yusen Kaisha because it enabled that Company to expand their enterprise in various directions which would have been practically out of the question without financial support; and to Japan, because it fostered the maritime trade of that country. If we take it then as an Anglo-Japanese shipping firm can claim the assistance of a subsidy from the Japanese Government, we find our local companies most seriously handicapped at the very outset. At the meeting of the Liverpool Steamship Company the other day, the chairman made reference to the competition which already existed through the operations of the subsidised Japanese lines, and plainly hinted that it was a serious factor in the carrying trade. Britain has not yet adopted on any extensive scale the principle of subsidising vessels, which could act as auxiliary cruisers or despatch boats in times of trouble, and consequently even if Japan consented to grant a subsidy to the new international venture it is improbable that Britain would be approached on the subject, and it is certainly beyond belief that she would consider such a request for a moment. But even with the subsidy from the Japanese Government, the new line would be in a position to defy the plodding shipping companies who are compelled to depend upon their own individual exertions for success in the shipping world. They could reduce freight rates to such a minimum that the ordinary liner would find it necessary to retire from the field. And if it came to a question of running at a loss in order to stimulate trade and suppress their opponents, the Anglo-Japanese combination would still occupy a superior position. They would stand the best chance of winning, and in these days of cut profits and hard bargaining that is the only end desired. An unscrupulous, or as we call it nowadays, a sharp and business-like firm might wreak untold damage to the shipping interests of Hongkong, or at least to those of the China coastal trade. The firms to whom the appearance of an Anglo-Japanese trade alliance of this character would spell anxiety are the Indo-China Steam Navigation Company, the Douglas Steamship Company, and the Hongkong-Manila Co. These are firms which by strict attention to business—unaided by Government or other grants—have succeeded in building up a connection with the coast ports which is at present fairly satisfactory. Their enterprise has conducted to the increasing importance of Hongkong as a distributing centre, and to the centralisation of trade at this port. Whether they could withstand rivals who were drawing a substantial subsidy from the Japanese Government is another matter. The probability is that they would be compelled to seek the protection of the Government in assisting them to maintain the trade which has proved so beneficial to the port. Now that the fiscal policy is in the air, it would not seem out of the way if the Hongkong shipping firms petitioned the Government to grant them a measure of protection. Hongkong has grown and expanded on the system of free trade and there is none, we venture to think, who on general principles would seek to abolish that system. But it would not be importing the principle of "protection"—using the word in its fiscal sense—if the Government assisted these firms to fight their opponents on an equal basis. It would simply be retaliation in its mildest form. We have seen how trade languished as the result of the advent of a host of Norwegian vessels during the war; what then would it be if local shipping companies had to compete not only against the tramp steamer, but against a wealthy corporation, such as the Anglo-Japanese trust would undoubtedly be, backed up by substantial subsidies from outside sources? It would in all probability mean that they would have to go to the wall, for no one could expect that they would work their vessels at an ever-increasing loss. There is only this point to be considered on the question of the subsidy. The Anglo-Japanese syndicate is to be registered in Liverpool. In that case the vessels would probably fly the British flag, although that would not necessarily follow. But it is a very fine question whether the Japanese Government would be prepared to subsidise a corporation registered in a foreign country, even though that country was an ally. Even without a subsidy, however, an Anglo-Japanese syndicate with £5,000,000 capital could afford to make a stiff fight to wrest the trade of the China coast from those who at present command that trade; and a temporary defeat at the outset would not present such a disheartening prospect to them as it would to those who have for years been trying to establish a legitimate and profitable agency on the coast. In whatever light one looks at it, the Anglo-Japanese concern must seem a formidable and dangerous organisation. How formidable and dangerous to Hongkong shipping interests time alone can show.

### PEACE TREATY RATIFIED.

(5th October.)

The Treaty of Peace concluded between Russia and Japan at Portsmouth, New Hampshire, has been ratified by the Japanese; and the welcome news flashed over the cables of the world, but a few hours ago and published by us in the "forenoon." The conditions made public a month ago have already been printed in our columns, and although it has been stated that there were other conditions which would not see the light of day for many a long year yet we learn that Reuters Agency was recently requested to state on the highest Government authority (1) that there are no secret clauses in this treaty; (2) that there is no secret treaty complementing or supplementing the Treaty as made public; (3) and that there is no secret arrangement whatsoever between Russia and Japan. But with the conditions, public or concealed, the world outside has little to do. These concern the belligerent parties, who may be supposed to know better, even than the "man in the street," how their national interests may best be guarded. What does concern us is that a terrible war, which has lasted one year, six months and twenty-one days is at an end, and has, moreover, been concluded amid no sense of scene spectacle or dramatic climax. Months ago all doubts as to the issue were dissipated, and the ascendancy of the Japanese arms was asserted on sea and land without possibility of dispute. But when the war was morally won there was no visible conclusion, and it was mainly through the instrumentality of President Roosevelt that the belligerent nations were induced to appoint plenipotentiaries to settle the terms on which hostilities might be concluded. Two months ago to-day the first meeting of the peace plenipotentiaries was held on board the yacht *Mayflower*, at Oyster Bay, New York, and although at the outset the feeling was generally pessimistic the discovery that Mr. de Witte, who throughout the war had done his best to stop further hostilities by constant representations to the Tsar, had full credentials to act on behalf of his country, the documents not containing the reservations usual in such papers, this discovery put a somewhat different complexion on the outlook. On August 7th the conference was officially opened at Portsmouth, and after a continued "mark-time" of the negotiations there came a report that the proceedings had been stormy in character, more calculated to embitter the relations existing between the two belligerents than to reconcile their differences. On August 26th, the St. Petersburg correspondent of *The Times* reported that, according to the best information, there was little doubt that President Roosevelt's gallant effort in the cause of peace had failed. But the hour is darkest before the dawn. Three days later it was announced that Japan would make fresh concessions to Russia, and a month ago these permitted the declaration of peace which was signed by the Japanese and Russian plenipotentiaries at Portsmouth on the 5th September. And now that the war is over, one must remark upon the news telegraphed by our correspondent to-day as being a happy consummation of the task which President Roosevelt set himself just after the crowning disaster to Russia off Tsushima, and as showing in a remarkable way how the intervention of one determined man may put a term to hostilities even under the most unlikely circumstances.

### IN CHARIOT'S CAUSE.

The Hongkong Benevolent Society is a body which is responsible for a large amount of really good work, and no one calls in question its deep deserts. In the material way its fundamental aims are to provide employment for men out of employment, to visit the homes of poor and deserving people, to care for widows and orphans and what is more vital in a great seaport like Hongkong, to assist the homeless and deserving destitute. To satisfactorily carry out this labour of charity has been its endeavour for the past sixteen years or so, and when one realises that since its establishment in 1889 the Society has dealt with over a thousand cases it will be apparent that the institution is one that deserves a generous support from the inhabitants of Hongkong. It need scarcely be mentioned that the advantage of contributing to its funds is that the donor or subscriber may rest assured that his money will go, not to support any of the vagrant casuals who loaf about our streets and always try and get advantage at all seasons at the expense of the charitable disposed, but to the relief of really genuine cases of want and hardship. There are some considerable well-worshipful alms that have arisen in the past years working of the fund and the feature on which most serious emphasis has been placed is the stagnation of the "reserves." At the end of January the committee had to draw out their remaining £600 on fixed deposit to meet current expenses, and when, in February, the members met in annual conference, it was announced that they would be obliged to go into debt if they were to help any needy cases. Such a disappointment, even if it was widely shared by those having the interests of the Society at heart, but when it comes to be known that the only means of improving a financial situation is to acquire the property of the poor, and that the important work of the Society may have to be abandoned, this would indeed be a pity; but unless the offerings of the public resume their normal rate of growth at

an early date the stationary income of the Society will be a steadily rising burden of responsibility upon the committee. Strange as it may appear the ladies of the committee have frequently had to appeal for funds to enable the work to be carried on. "This should not be so," and would not have been the case had the members of our large and wealthy community recognised their duty, one to the other and come forward in the true spirit of charity. But fortunately the committee, headed by Mrs. Gershom Stewart, do not intend to permit of this steady decline going in their funds through want of subscriptions and realising that anything which draws attention to the work will impress the mind more sharply when the hand is more or less constantly in the pocket, have promoted a concert to be held on the parade ground tomorrow, the proceeds of which will go to the empty coffers of the Society. Devoted workers among the foot of the Colony are to be encouraged and Hongkong must indeed be a pretty hard rock if one of our most deserving charitable institutions is to go begging for funds to enable the carrying out of its worthy objects.

## TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

### THE MINE STRAWN SEA.

C. M. STEAMER SUNK.

FIFTEEN DROWNED.

INCLUDING FOREIGNERS.

[From Our Own Correspondent.]

Shanghai, 2nd October.

11:35 a.m.

At half-past six on Saturday morning while the China Merchants' Steam Navigation Co.'s steamer *Hsieh Ho*, which left here on the 23rd ult. for Chefoo and Tientsin, was passing the lighthouse off Shanghai, a propeller mine struck a submerged mine.

The explosion shattered the forward part of the vessel which immediately began to sink, and in ten minutes had disappeared from view. The crew had managed to release three boats from the davits, but one, on reaching the water, capsized.

Two foreign passengers were thrown into the water and after swimming for forty-five minutes were rescued by the China Navigation Co.'s steamer *Ching-shan*, which came on, crowded with Americans, making a direct course for where the mine had been.

The ship, picked up 71 of those who had been on the *Hsieh Ho*, including Captain Johns.

Fifteen were drowned, including the foreign engineers, Mauchan and Muir.

[The *Hsieh Ho*, Captain Johns, is a steel screw steamer of 1,600 tons, built in 1899, at Greenpeace Dockyard, Ltd., the China Navigation Co., Ltd., and was registered in Shanghai.—Ed. H.K.T.]

### MILITARY BUILDINGS DESTROYED.

AT HIROSHIMA.

ENORMOUS DAMAGE.

[From Our Own Correspondent.]

Shanghai, 3rd October.

12:10 p.m.

Twenty military buildings have been destroyed at Hiroshima, on the Inland Sea.

The damage is estimated at Yen 5,000,000.

[During the China-Japanese war, Hiroshima was the military headquarters of Japan.—Ed. H.K.T.]

### AMERICAN CRUISER RUN AGROUND.

SUCCESSFULLY RELOADED.

[From Our Own Correspondent.]

Shanghai, 4th October.

11:45 a.m.

The United States cruiser *Olin*, 3,218 tons, after visiting Chefoo proceeded to Japan, and is reported to have been aground off Himejima, Kyushu (Satsuma).

She was successfully re-loaded and taken to Moji. It is not yet stated where she will be drydocked for the purpose of ascertaining whether any damage has been sustained.

[The United States cruiser *Olin* is a steel armoured ship of 3,218 tons displacement, and was built at Brooklyn in 1898, at a cost of \$1,000,000. The American squadron has been at Chefoo for several months, and has been reported to have been aground at Chefoo on the 2nd inst. It was reported that the ship was damaged by a mine, and that the American Asiatic Squadron, after visiting Chefoo, was on its way to Japan.—Ed. H.K.T.]



ceded to Nagasaki. This may account for the presence of the *Cincinatti* in Japanese waters.—Ed., H.K.T.

## CHINA AND JAPAN.

### PEKING SEEKS ALLIANCE.

#### CHINA'S ISOLATION.

[From Our Own Correspondent.]

Shanghai, 4th October, 11.45 a.m.

It is reported from Peking that the Chinese Government, fearing isolation, is desirous of entering into an alliance with Japan.

### BRITISH CHINA SQUADRON.

#### THE VISIT TO JAPAN.

[From Our Own Correspondent.]

Shanghai, 4th October, 11.45 a.m.

Admiral Sir Gerard H. U. Noel with the British China Squadron is due at Kobe on Thursday, and is expected to arrive at Yokohama on Monday, the 9th instant.

### RUSSIA AND JAPAN.

#### THE END OF THE WAR.

#### PEACE TREATY RATIFIED.

#### SIGNS RAISED.

[From Our Own Correspondent.]

Shanghai, 5th October, 10.05 a.m.

The Treaty of Peace concluded between Russia and Japan at Portsmouth, N.H., has been ratified by the Japanese.

The state of siege, which was declared soon after the outbreak of war in Nagasaki, Sasebo, Tushima, and Hokkaido, has been raised.

### THE ANGLO-JAPANESE ALLIANCE.

#### REJOICING IN JAPAN.

#### CELEBRATIONS BY THE COMMERCIAL COMMUNITY.

[From Our Own Correspondent.]

Shanghai, 5th October, 10.05 a.m.

The commercial community throughout Japan are holding general celebrations on Friday, the 6th inst., to mark their unfeigned satisfaction with the terms of the Anglo-Japanese Alliance recently concluded.

### THE EVACUATION OF MANCHURIA.

#### CHINA AND JAPAN.

[From Our Own Correspondent.]

Shanghai, 6th October, 1.55 p.m.

According to a report from Peking the Chinese Government continues to protest against the delay in the evacuation of Manchuria, and renews her request that an agreement be arrived at between Japan and Russia for the immediate retrocession of Manchuria.

Japan, yielding to China's representations, has opened negotiations to this effect.

### BRITISH CHINA SQUADRON.

#### ARRIVES AT KOBE.

[From Our Own Correspondent.]

Shanghai, 6th October, 1.55 p.m.

Admiral Sir Gerard Noel, flying his flag on H.M.S. *Diadem*, has arrived at Kobe in command of the British China Squadron comprising the cruisers *Andromeda*, *Astron*, *Bonaventure*, *Hogue*, and *Sutlej*, the despatch vessel *Alacrity*, and the torpedo-boat destroyers *Arun*, *Dee*, *Erne*, *Ettrick*, *Eze*, and *Ichen*.

The British ships were given a most enthusiastic reception and welcome by Admiral Shimomura in command of the Japanese cruiser squadron.

[A Tokyo message to the *Mainichi* states that it is believed that the American Squadron which is now at Cienfuegos will arrive at Yokohama on or about October 10, by which date the British Squadron from Weihaiwei will be there. It is understood that the anticipated assembly in Tokyo Bay of the Japanese Fleet will take place at the same time, so that a splendid naval spectacle may be anticipated. The *Kobe Herald* says that whatever might be the motives of such a gathering of British, American and Japanese Squadrons in Tokyo Bay as that predicted in the above message, it is obvious that as a demonstration of the naval power in the Far East of the three friendly nations it could not fall at the present juncture to possess a considerable degree of political significance.—Ed., H.K.T.]

## INSURRECTION

### IN CHINESE TURKESTAN.

[From Our Own Correspondent.]

Shanghai, 6th October, 1.55 p.m.

An insurrection has broken out in Kucha, Chinese Turkestan.

[Kucha is on a tributary of the Tarim River, just above the Tarim Desert, situated to the north-west of the plateau of Tibet. It is a large city, and the seat of an amban.—Ed., H.K.T.]

### FARNHAM SHARES.

4.45 p.m.

Messrs. Benjamin, Kelly & Potts kindly inform us that they have received a wire from Shanghai quoting Farnham's 150 sales.

### SANITARY BOARD.

#### THE PUBLIC HEALTH ORDINANCE.

3rd inst.

On the 8th ult., Messrs. Palmer and Turner applied to the Sanitary Board for a modification of section 153 of the Public Health and Buildings Ordinance, in respect to houses Nos. 11 and 41 Hillier Street. They desired the modification to allow of the street in front of the premises to be accepted as "external air" for obtaining the necessary window area to the ground floor and second floors, the third floor now opening on to "external air" not requiring any modification. In support of their application they pointed out that it is only eight inches short of the required width and this was compensated for by the short length of the street, and its opening at both ends on to wider streets.

The Director of Public Works recommended that the application be refused and that the premises were four-storeyed houses, were opposite four-storeyed houses across the street, the neighbourhood of the houses was a very congested one, and they were, as it were, at the bottom of a pit. The ground falls very rapidly down from Hollywood Road across Circular Pathway into Queen's Road, and therefore the houses are not well situated for efficient ventilation.

On the 15th ult. Messrs. Palmer and Turner submitted an application for a re-consideration of the Board's decision, as to obtain "external air" it would be necessary to set back the front wall for a distance of eight inches, a space so small that it was questionable if the houses would be at all improved thereby, as regards light and air, asking that as an alternative to setting back the front wall, a modification be granted in respect of the first and second floors, omitting the ground floors which the owner would be then prepared to close for living purposes.

The Hon. the Director of Public Works minutes—"I see no reason for modifying my previous recommendation with regard to these houses."

#### P.T.-BOILING.

An application was submitted to the Board to have No. 4 Arthur Street, Yau-mat, registered as a fat-boiling establishment.

Mr. A. Rumbold minutes—"I think we had better confine fat-boiling to one locality."

The Registrar General minutes—"Is this site large enough to allow for the expansion of the business?"

The Principal Civil Medical Officer minutes—"This does not appear to be a suitable locality."

#### PUBLIC WATER.

The Government Analyst submitted his report on samples of water taken from wells in every district of the Colony, all of which he found to be of excellent quality.

#### RAT RETURNS.

The number of plague-infected rats caught in the Colony continues to show a steady decrease.

### A QUESTION OF PARTNERSHIP.

4th inst.

Before His Honour Mr. A. G. W. B. J. J. in the Court of Summary Jurisdiction, today, the case of Wong Chik Yuen Tong alias Wong Ching Shi against Leung Tung Tung and Leung Hon Ching, partners in the Kung Sun firm, came on for hearing. The plaintiff claimed \$1,177, being the balance of principal and interest due by the defendants on a loan which had been made by the plaintiff to them in January 1903. The plaintiff claimed her claim to \$177.66 and sued for \$1,000.

Mr. R. A. Harding represented the plaintiff and Mr. Calthrop, instructed by Mr. Hursthouse, of Messrs. Denys & Bowley, appeared for the defendants.

Mr. Harding, in opening the case, said the plaintiff was a widow, residing at 23, Lascar Row, and was the sole proprietress of the business of the Fuk Shung Wo firm. This claim arose in connection with a loan of \$2,000 which the plaintiff made to the defendants on 27th January, 1903. The defendant firm paid back \$1,000 on 5th April last year; the amount remaining due was \$1,000 plus interest, but the sum due had been kept down to \$1,000 in order that the action might be kept within the summary Jurisdiction Court. The plaintiff firm, carried on business in Bonham Street West, on the third floor.

His Lordship—Was the plaintiff sole proprietress when this loan was made?

Mr. Harding said she was. The defendant firm removed to the address at which the plaintiff had established business, some seven or eight years ago. Before the plaintiff firm's employees could reach the street they had to pass through the office of the defendant firm, with the result that they had ample opportunity of knowing how the business of the latter firm was carried on, and of learning who the partners were. The employees of the Fuk Shung Wo firm also had their meals with the employees of the Kung Sun firm. The manager of the plaintiff firm was in a position to state that in consequence of conversations with the members of the Kung Sun firm he was in a position to know who the partners were. The plaintiff had advanced various loans to the Kung Sun firm since 1901, altogether there had been eight loans made, amounting in all to \$22,000, the loans ranging between \$1,000 and \$2,000 at a time. These loans had been repaid. Prior to the last advance, the defendant firm removed to Wilmer Street, but when the second defendant came to the manager of the plaintiff firm and asked for an advance of \$2,000, the latter knowing the transactions which had taken place between the parties on former occasions advanced the money and paid it into the hands of the second defendant. On the question of partnership records would be produced to show that the defendants were partners in the Kung Sun firm.

His Lordship—I suppose that is the whole question.

Mr. Harding believed that the defence would seek to make out that the defendants were not

partners, but lately an execution was issued against the goods of the Kung Sun firm and under that execution the books of the firm were seized. From the entries in the books it would be quite clear to the Court that the defendants had an interest in the Kung Sun firm and held shares in it. The first defendant was one of the original partners; the second defendant joined at a later date.

Evidence was then led.

### BOGUS CHEQUES.

#### RICE SENT TO GAOL.

2nd inst.

Charles Rice was before the Court this morning, on remand to answer to the charges of receiving goods and money under false pretences, by means of bogus cheques, from the Hongkong Hotel, Praya East Hotel, and two tailors in Queen's Road, under circumstances already recorded in these columns. When he appeared before Mr. F. A. Hazeland this morning he was informed that two further charges had been laid against him by the medical officer in charge of the Government Civil Hospital, in respect of a cheque for \$30, and Mr. J. W. Osborn of the Kowloon Hotel, in respect of one for \$14. The charge preferred by the Government Civil Hospital was, however, withdrawn. Defendant pleaded guilty to all the charges, and had nothing to say. He was sentenced to an aggregate of six months' hard labour.

### MYSTERIOUS AFFAIR IN THE HARBOUR.

3rd inst.

At 2 a.m. to-day J. Everling, a seaman on board the s.s. *Nithdale*, went to the Central Police Station and reported that half an hour previously he was sitting on the Praya Wall, Central, with a comrade named Charles Broten, of the same ship, and while waiting for a sampan to take them off to their vessel, Broten suddenly jumped up, and without saying anything, sprang into the sea, and was apparently drowned, for Everling did not see him rise again. The police took the matter up and are investigating it, but no report has been received up to a late hour this afternoon of the discovery of any European body in the harbour.

### BODY FOUND AND IDENTIFIED.

5th inst.

When at 2 a.m. on the 3rd inst., J. Everling, a seaman from the s.s. *Nithdale*, walked into the Central Police Station and reported to the inspector in charge, who with him on the Praya Wall, near Pottinger Street steps, his comrade, Charles Broten, suddenly jumped into the sea and was seen no more, the police were rather inclined to look askance at the story. But the matter was taken in hand. Everling had gone on board and the vessel had sailed, so it could not be ascertained if any of the crew were missing beyond the two men who were imprisoned on Monday, by the Marine Magistrate for continued neglect of duty. A sharp look-out was kept about the harbour with the result that this morning the Water Police found the body of a European floating in the water near Pottinger Street steps, the place where the man Broten was reported to have jumped into the sea. The body was taken from the water and removed to the Mortuary, where it was held for identification.

In the absence of any other report of a European missing, it was assumed that the body was that of the seaman Broten, and as the *Nithdale* to which he belonged had sailed, the police had to apply for a writ of *habeas corpus* to enable them to get the two other seamen now in gaol out, *pro tem*, to proceed to the Mortuary to see if they could identify the body.

#### THE INQUIRY.

The body having been identified, this afternoon Mr. Hazeland held an inquiry into the death of the man Broten, whose corpse P.C. Lenagan said he found floating in the water near Pottinger Street steps at 6.45 p.m. on the 4th inst. It was identified to him at the Kowloon Mortuary by J. Patterson and J. Montague, at 2.15 p.m. to-day, as that of Victor Broten, able seaman on the s.s. *Nithdale*. Inspector Langley said that about 2 a.m. on the 3rd inst., a report was made by one Charles Everling, of the s.s. *Nithdale*, to the effect that half an hour previously, he and his ship-mate Broten, were sitting on the Praya Wall, waiting for a boat to take them to their ship. Broten suddenly jumped into the harbour, and his comrade did not see the body come to the surface. Witness said that he had a letter from the captain of the *Nithdale* to the Harbour Master, dated the 3rd inst., stating that the man Broten had not returned to his ship and was declared a deserter.—John Patterson, an able seaman on board the s.s. *Nithdale*, said that this afternoon he was taken to the Kowloon Mortuary, and there identified the body of Victor Broten, who was an able seaman on the same steamer. He identified the body to P.C. Lenagan, and a doctor of the mortuary was present.

Inquiry adjourned until 11 a.m. to-morrow.

6th inst.

At 10 a.m. to-day the inquiry touching the death of Victor Broten in the harbour, under circumstances already recorded, was resumed before Mr. Hazeland.

Dr. W. Moore, medical officer, in charge of the mortuary, at Kowloon, said on the 5th inst. at 2 p.m. he held a *post mortem* examination on the body of a European male adult, which was identified in his presence by J. Patterson and J. Montague, as that of Victor Broten, who was a deserter, and in the absence of other cause he was of opinion that death was due to asphyxia caused by drowning.

### THE DES VŒUX ROAD FIRE.

#### INQUIRY CONTINUED.

5th inst.

The inquiry into the circumstances attending the fire which took place at No. 29 Des Vœux Road, Central, on the 9th ult. was continued before Mr. F. A. Hazeland this afternoon. Mr. R. A. Harding, representing the insurance companies, called Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, for the insurance companies interested.

Lau Sin Wan, recalled, stated that the coolies were engaged there during the day making all kinds of furniture; they did not sleep there. Some of them used to sleep on the second floor as that of Victor Broten. That floor was also stocked with furniture. Before the fire they were paid. There were some electro-plates on the first floor, valued at over \$1,000. On the second floor the plated goods were worth more than \$1,000, or even \$3,000. Witness proceeded to speak of the other goods in the shop and said it was not true that the bulk of the goods on the ground floor were in an unfinished and unpainted condition.

Cheng Sing Ping, an accountant, of Messrs. Sander, Weiler and Co., said he had gone through the books produced to ascertain what was the value of the goods stocked at the time of the fire. If the books were correct, the value was \$3,000 odd. The value of the plated-ware was \$1,200 and of the other things \$1,400. The books were properly kept. The valuation in the books was higher than the ordinary rate in other shops for instance sofas were valued in

the books at \$75, while similar articles were sold at \$60 at other shops.

The inquiry was adjourned until to-morrow at 2.15 p.m.

6th inst.

Adjourned from yesterday the inquiry into this affair was resumed before Mr. Hazeland to-day. Among the witnesses called was Mr. George Lammer, who spoke to examining and generalising the furniture on the ground floor of the 29 and 31 Des Vœux Road. He said that nothing was consumed by the fire on the ground floor and everything is there which was there at the time of the fire. He had valued these goods at a high figure, viz. \$4,180. This would be the value if they were perfectly sound, and allowing the profit at about 30 per cent.

The inquiry was adjourned till Monday at 2.15 p.m.

### HARBOUR TRAGEDY.

#### FLUCKY POLICEMAN.

#### BADLY BEATEN.

3rd inst.

In the early hours of yesterday morning while Chinese constable Lai Kum Fuk was patrolling the harbour in a police pinnace he noticed some small boats with bangs of coal aboard creeping along and evidently anxious to avoid attracting attention. He made for the nearest boat, which immediately hastened away, but after a long stern chase the pinnace drew alongside and the constable sprang on board. He was promptly seized and thrown into the water, and at the same time a boatman came to strike him with bamboo and boat hooks the constable dived, and on coming to the surface, drew his revolver and fired to frighten the assailants. He managed to get on board and then he found he had shot one of the boatmen in the abdomen, while another boatman was hiding in the stern. The wounded man was removed to the Government Civil Hospital, but succumbed last night. The other boatman has been charged with attempted murder of the constable, and was placed before Mr. F. A. Hazeland this morning. He pleaded not guilty, and the case was remanded till Friday next.

6th inst.

Chan Ming, and Chan Lai, boatmen of fishing boat No. 1,585 H., were charged before Mr. F. A. Hazeland this morning for that they, with others, not in custody, feloniously, wilfully and of malice, aforethought did assault and attempt to drown one Lai Kum Fuk, a constable in the Police Force of the Colony, with intent there and then to murder him in the waters of the Colony, on the 1st inst.—They were further charged against the accused of being in unlawful possession of ten cwt of coal, reasonably suspected of having been stolen, but this charge was withdrawn.—The men pleaded not guilty and the case was remanded until Tuesday next at 2.15 p.m.

### CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

### THE SEAMEN'S INSTITUTE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—Thank you very much for your excellent article on The Seamen's Institute, in the *Telegraph* of 28th July, which I am glad to see has been so widely read. The Seamen's Institute is a noble and useful institution, and it is a pity that the Bishop's aspiration for a more adequate building, on the Governor's site, on the newly-made ground, will not be lost sight of.

Sailors are the most grateful of men for even the smallest kindnesses. They tell in other ports what "good times" they have had in previous ports of call. Thus we hear of most ports where any hospitality or other kindness has been shown by anybody to seagoing men of whatever class, creed, service or nationality.

We have many in Hongkong who are not sailors, but who are very anxious to help the Seamen's Institute. I hope that the Bishop's aspiration for a more adequate building, on the Governor's site, on the newly-made ground, will not be lost sight of.

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## THE MANILA TYPHOON.

### TERRIBLE TALE OF DISASTER.

#### U.S. GUNBOAT SINKS.

#### WITH 35 MEN.

3rd inst.

The neighbourhood of Manila has scarcely had time to realise the shock of the terrible typhoon—the worst in two decades—which burst over the Philippine Islands on Tuesday of last week. The news that such a disaster had befallen the inhabitants of the neighbouring American possessions was first made generally known in Hongkong through the medium of our columns on Saturday last when we published exclusively such facts as we were then able to gather from an interview with a gentleman who had arrived that day from Manila. But now that papers are coming to hand from the Philippines we find our account was considerably under-rated so far as the extent of the disaster both ashore and afloat is concerned, and even now it is impossible to estimate the damage, though it is declared that doubtless it will reach into hundreds of thousands. Shortly after 1.30 p.m. on Tuesday the wind struck Manila with great force, and the telephone and electric light wires fused through contact, and there was a display that will be long remembered by those who were witnesses of the scene. The trees in the botanical gardens had the appearance of being on fire and the flashes of flames at the southern approach to the bridge of Spain and across the bridge were most spectacular. Hundreds and hundreds of houses in the city were unroofed, blown down, or beaten to pieces by the terrific force of the wind, which at one time blew 100 miles an hour.

### AMERICAN GUNBOAT LOST.

#### WITH ALL FOREIGNERS ABOARD.

But the saddest news so far received is that which reached Manila on Saturday recording the sinking of the coast guard boat *Leyle*, which went down in deep water off the east coast of Samar with all but nine hands on board. It seems, according to the *Cebu News*, of the 30th ult., that the boat left Legaspi, Albay, on the afternoon of the 25th Sept., and on the midnight of that same date while far out at sea, the full force of the hurricane struck her. She drifted in the open ocean helplessly for a couple of hours until further struggle against the furious tempest was rendered impracticable and went to the bottom, leaving but nine out of forty-two survivors to tell the tale. Captain W. N. Fisher, her commander, according to the report, stood on the bridge throughout the proceedings and calmly faced death. There were six American passengers on board, two being constabulary officers, one of whom is supposed to be Medical Inspector L. O. Akeley, but the names are yet unknown, although the bodies of two of them were recovered and buried at Cebu. Of the 32 native members of her crew, but nine miraculously escaped death and it was through them that the sad tidings of the catastrophe were secured. The ill-fated *Leyle* was one of the boats that were built by Farnham, Boyd and Company of Shanghai for the Insular coast guard service, at a cost of \$60,000, gold. She was a 10-knot boat, 125 feet in length, and the best of the Insular fleet. Captain Fisher was a native of Philadelphia, 37 years of age, and was a graduate of a naval training school of his home State. He was considered as one of the best skippers of the coast guard bureau and has been the captain of the ill-fated boat since she was delivered to the Government about four years ago. He leaves a young wife and a child of tender age to mourn his death.

Others lost on the ship are believed to be: First officer, F. Hellberg; second officer, E. M. Bentel; chief engineer, G. Gardner; assistant engineer, C. J. Olson; postal clerk, George B. Parker; medical inspector, J. O. Asellus; and five other Americans, one of whom, a constabulary officer, names unknown and twenty-four natives.

The same paper says that several other vessels belonging to or chartered by the Government have been wrecked or otherwise damaged and a few are yet unaccounted for.

#### HAVOC IN THE BAY.

Scores of thousands of dollars were lost by the Manila merchants owing to the havoc played among the smaller craft in the river and bay. The Manila Navigation Company which is said to be at the head of the loss had several cargo boats damaged and four lorries, one loaded with three hundred and eighty barrels of Portland cement, totally lost. This company also lost one of their best launches, the *Chas. H. Trail*, but efforts are now being made to raise her from her sinking place. Such is the substance of some of the reports received up to Saturday last, but accounts have yet to come from the various provinces. Cavite was particularly hard hit, and several claims stating that the storm was the most disastrous in the history of the district, far eclipsing the typhoon of nineteen hundred and nineteen and intensity. The damage done at the Navy Yard alone will amount to between \$75,000 and \$100,000, gold, probably more.

#### "CHANGSHA" OVERDUE.

According to the *Cebu News* of the 7th ult. the Australian liner *Changsha* belonging to







in order to, wherever possible, be  
placed as opportunity occurs.











# The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 4000

號九初月九年一十三緒光

SATURDAY, OCTOBER 7, 1905.

六期星

號七十月十年五

350 PER ANNUM  
SINGAPORE COPY 10 CENTS

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....\$10,000,000  
Sterling Reserve.....\$10,000,000  
Silver Reserve.....\$10,000,000  
REVENUE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:  
H. A. W. SLADE, Esq., Chairman.  
A. HAUPT, Esq., Deputy Chairman.  
Hon. C. W. DICKSON, Esq.  
E. GOETS, Esq.  
G. H. MEDHURST, Esq.  
A. J. RAYMOND, Esq.  
F. SALLINGER, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.  
Shanghai—H. E. R. HUNTER.  
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per Cent per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per Cent. per Annum.  
For 6 months, 3 1/2 per Cent. per Annum.  
For 12 months, 4 1/2 per Cent. per Annum.  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 19th August, 1905. [22]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per Cent. per annum.  
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.  
For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. [23]

### DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tael 7,500,000  
HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin, Calcutta, Hankow, Peking, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:  
Koenigliche Seehandlung (Preussische Staatsbank),  
Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt a/M., Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Koln, Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Accounts. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER, Sub-Manager.  
No. 9, Queen's Road Central.  
Hongkong, 9th September, 1905. [24]

### YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED.....Yen 24,000,000  
CAPITAL PAID-UP....." 18,000,000  
CAPITAL UNCALLED....." 6,000,000  
RESERVE FUND....." 9,000,000

Head Office—YOKOHAMA.

Branches and Agencies:  
TOKIO, HONOLULU, NAGASAKI, SHANGHAI, LYONS, NEWCHANG, SAN FRANCISCO, MUKDEN, BOMBAY, PORT ARTHUR, TIENTSIN, CHEFOO, PEKING, DALNY, KOBE, TIE-LING, LONDON, OSAKA, NEW YORK.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, L.D., PARREY, BANK, L.D., THE UNION OF LONDON AND SMITH'S BANK, L.D.

HONGKONG BRANCH—INTEREST ALLOWED:  
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.  
On fixed deposits for 12 months at 5 per Cent.

On fixed deposits for 6 months at 4 1/2 per Cent.

On fixed deposits for 3 months at 4 per Cent.

On fixed deposits for 1 month at 3 1/2 per Cent.

On fixed deposits for 6 months at 4 1/2 per Cent.

On fixed deposits for 3 months at 4 per Cent.

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On fixed deposits for 1 month at 3 1/2 per Cent.

On fixed deposits for 6 months at 4 1/2 per Cent.

On fixed deposits for 3 months at 4 per Cent.

On fixed deposits for 1 month at 3 1/2 per Cent.

## Ships.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STAMERS	TO SAIL ON	REMARKS
YOKOHAMA VIA SHANGHAI, MOJI and KOBE	POONA	About 15th October	Freight only.
SHANGHAI	ARCADIA	About 19th October	Freight and Passage.
LONDON, &c.	CHUBAN	October 21st Noon	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PERA	About 25th October	Freight only.

For Further Particulars, apply to  
L. S. LEWIS, Acting Superintendent.  
10th Floor, 7th October, 1905. [2]

## Entertainments.

### LANE, CRAWFORD & CO.

GENTLEMEN'S OUTFITTING DEPT.  
NOW SHOWING  
NEWEST AUTUMN NOVELTIES  
IN  
SILK NECKWEAR.

LINCOLN & BENNETT'S  
CELEBRATED HATS.

TWEED GOLF & MOTOR CAPS.

A LARGE VARIETY OF  
WALKING STICKS.

LEATHER LEGGINGS.

NEW STYLES AND CLOTHS

IN  
RAINCOATS.

EVERY REQUISITE FOR  
DRESS WEAR.

LANE, CRAWFORD & CO.  
Hongkong, 29th September, 1905. [34]

### TURKISH CIGARETTES.

JOHN PETRINO & Co.

GRAND FORMAT.....Per Tin of 50 \$1.75

GOLD TIPPED....." 50 1.60

STAR OF INDIA....." 100 2.75

PRINCESS....." 100 2.20

Telephone No. 75.

SOLE AGENTS:  
CALDBECK MACGREGOR & CO.,  
15, Queen's Road Central.  
Hongkong, 27th September, 1905. [37]

### HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING OF MEMBERS OF the above Club will be held in the CITY HALL, on SATURDAY, the 14th October, 1905, at 12.15 P.M.

By Order,  
T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 2nd October, 1905. [38]

### UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-SECOND ORDINARY YEARLY MEETING OF the SOCIETY will be held at its Head Office, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 19th October, 1905, at Noon, for the purpose of receiving the Report of the Directors, together with Statements of Account for the year 1904 and for the half-year ending 30th June, 1905, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 9th October to the 19th October, both days inclusive.

By Order of the Board,  
W. J. SAUNDERS,  
Secretary.  
Hongkong, 14th September, 1905. [39]

### CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FOURTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Offices of the Undersigned at 12 o'clock (Noon), on FRIDAY, the 20th proximo.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th proximo, both days inclusive.

JARDINE, MATHESON & Co.,  
General Agents,  
Canton Insurance Office, Limited.  
Hongkong, 27th September, 1905. [40]

### PORTLAND CEMENT.

In Casks of 37 1/2 lbs. per cask \$4.75 per Cask

In Bags of 45 lb. per bag \$2.80 per Bag

GREEN ISLAND CEMENT COMPANY, LIMITED.

10, QUEEN'S ROAD CENTRAL.

NOTED for their WINES, SPIRITS and PROVISIONS of which they have always a large assortment in stock.

The oldest established EUROPEAN BAKERS in the Colony.

Hongkong, 30th September, 1905. [47]

GREEN ISLAND CEMENT COMPANY, LIMITED.

10, QUEEN'S ROAD CENTRAL.

NOTED for their WINES, SPIRITS and PROVISIONS of which they have always a large assortment in stock.

The oldest established EUROPEAN BAKERS in the Colony.

Hongkong, 30th September, 1905. [47]

## Entertainments.

If it's power you want,  
take  
**BOVRIL**



### "MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.  
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,  
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Always ready for immediate use.

Requires only one hand to hold.

Weight only 18 lbs. when full.

Maximum of simplicity and effect.

Always ready for immediate use.

Requires only one hand to hold.

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Maximum of simplicity and effect.

Always ready for immediate use.



## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," .....2,363 tons.....Captain H. D. Jones.  
 "POWAN," .....2,338 "....." G. F. Morrison, R.N.R.  
 "FATSHAN," .....2,260 "....." R. D. Thomas.  
 "HANKOW," .....3,073 "....." C. V. Lloyd.  
 "KINSHAN," .....1,995 "....." J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).  
 These Steamers, carrying His Majesty's Salts, are the largest and fastest on the River. Special attention is drawn to their Superior Sailing and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons.....Captain W. E. Clarke.  
 Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.  
 Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons.....Captain T. Hamlin.  
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

## JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," .....588 tons.....Captain W. A. Valentine.  
 "NANNING," .....569 "....." C. Dutchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahing, Kumchuk, Kau Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Fing-Hau, Pak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.  
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.  
 Canton to Samshui.....Single \$7.50.

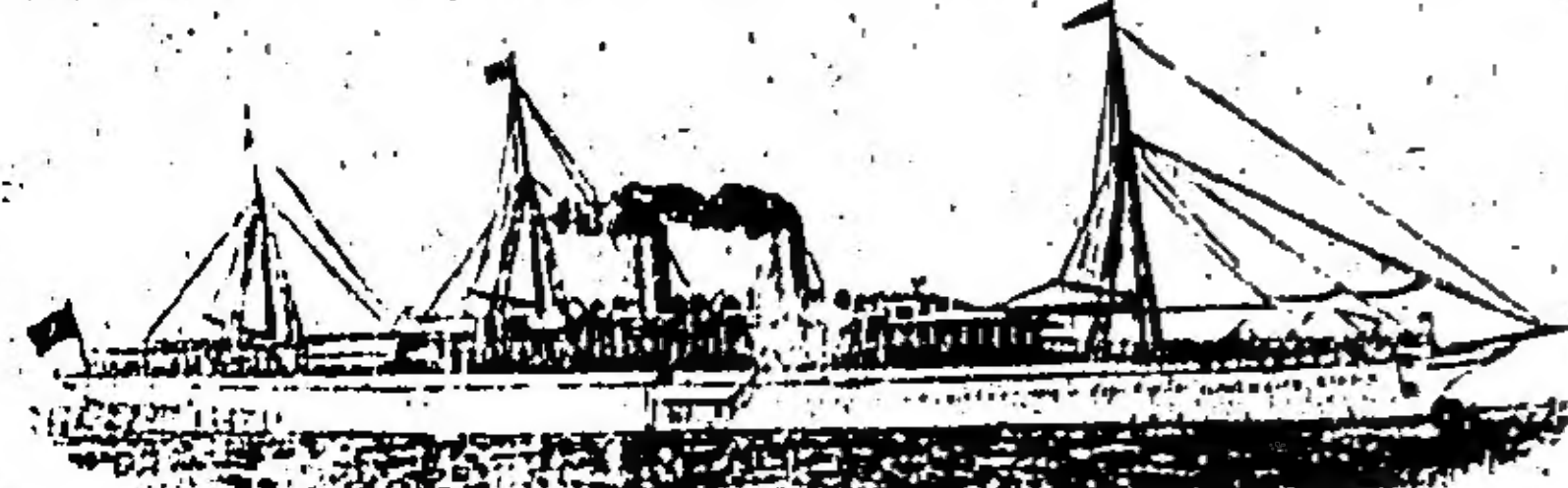
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
 Hotel Mansions (First Floor) opposite the Hongkong Hotel,  
 Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.  
 Hongkong, 8th September, 1905.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
 SAVING 1 TO 7 DAYS ACROSS THE PACIFIC.  
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers	Tons	Commanders	Sailing Dates
R.M.S. "EMPRESS OF CHINA"	6,000	R. Archibald, R.N.R.	WEDNESDAY, 18th Oct.
"ATHENIAN"	4,400	S. Robinson, R.N.R.	WEDNESDAY, 1st Nov.
"EMPRESS OF INDIA"	6,000	F. Beetham, R.N.R.	WEDNESDAY, 15th Nov.
"TARTAR"	4,415	W. Davidson, R.N.R.	WEDNESDAY, 19th Dec.
"EMPRESS OF JAPAN"	6,000	H. Pybus, R.N.R.	WEDNESDAY, 19th Dec.

Hongkong to London, 1st Class.....\$18 St. Lawrence £60. 1/4 New York £64.  
 Hongkong to London, Intermediate.....£40.  
 Steamers, and 1st Class Rail.....£40.

THE magnificent "Empress" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.  
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.  
 Passengers booked through to all principal points and AROUND THE WORLD.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.  
 For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to  
 Hongkong, 20th September, 1905. Corner Pedder Street and Praya, opposite Blake Pier. [10]

## HAMBURG-AMERIKA LINIE OCEANISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight and Passengers
SILESIA	HAVRE and HAMBURG.	8th October.	Freight and Passengers.
Bahia	(Calling at SP'ORE, PENANG & COLOMBO.)		
SUEVIA	HAVRE, ANTWERP and HAMBURG.	9th October.	Freight.
Knaisel	(Calling at SP'ORE, PENANG & COLOMBO.)		
SLAVONIA	HAVRE, BREMEN and HAMBURG.	18th October.	Freight and Passengers.
Rorden	(Calling at SP'ORE, PENANG & COLOMBO.)		
REGOVIA	HAVRE and HAMBURG.	1st Nov.	Freight.
Schnefeldt	(Calling at SP'ORE, PENANG & COLOMBO.)		
SENEGAMBIA	HAVRE and HAMBURG.	15th Nov.	Freight.
Jaburg	(Calling at SP'ORE, PENANG & COLOMBO.)		
C. FERD. LAEISZ	HAVRE and HAMBURG.	About 20th Nov.	Freight.
v. Hoff.	(Calling at SP'ORE, PENANG & COLOMBO.)		

\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Duly qualified Doctors are carried.

For further Particulars, apply in

HAMBURG-AMERIKA LINIE,  
 HONGKONG OFFICE,  
 No. 1, Queen's Buildings.

## D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honored me with their patronage; besides many others of high rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.  
 Hongkong, 16th November, 1904.

## Halls.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;  
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;  
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS	SAILING DATES
BAYERN	WEDNESDAY, 11th October.
ZIETEN	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
GNESAU	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
SEYDLITZ	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.

ON WEDNESDAY, the 11th day of October, 1905, at Noon, the Steamship BAYERN, Capt. H. Fritze, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.  
 Shipping Orders will be granted till NOON, on MONDAY, the 9th October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 10th October, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 10th October.  
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.  
 The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS	TONS	SAILING DATES
PRINZ WALDEMAR	3,227	TUESDAY, 17th October.
PRINZ SIGISMUND	3,302	TUESDAY, 14th November.
WILLEHAD	4,762	TUESDAY, 12th December.

ON TUESDAY, the 17th October, 1905, at Noon, the Steamship PRINZ WALDEMAR, Capt. C. Woltemar, with Males, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and 3 Stewardesses. Linen can be washed on board.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE. DIRECT FOR YOKOHAMA AND KOBE.

For	STEAMERS	ABOUT
YOKOHAMA & KOBE	PRINZ SIGISMUND	TUESDAY, 24th October.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZESS ALICE	WEDNESDAY, 11th October.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SACHSEN	WEDNESDAY, 25th October.

\* Reaching Yokohama in less than 6 days.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

## MELCHERS &amp; CO.,

AGENTS.

## WEST RIVER BRITISH STEAMSHIP CO.

## HONGKONG-KONGMOON-KAU-KONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.  
 THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.  
 Fare for the Round Trip.....\$12.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.  
 The steamers sail from HONGKONG to SAMSHUI, SHUIHUNG, TAKHONG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.  
 Fare for the Round Trip.....\$30.  
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.  
 For further information, apply to—

BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG, [713]

Hongkong, 5th July, 1905

## Dentistry.

## Dr. M. H. CHAUN.

THE LATEST METHOD

## AMERICAN SYSTEM OF DENTISTRY.

37, DES VOUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.  
 Hongkong, 21st July, 1905. [67]

## A BROKEN-DOWN SYSTEM.

This is a condition to which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, in which the vitality of the system is so much weakened that the symptoms are much more prominent than in the case of a healthy person. It is a condition of the system, and is not a disease. It is a condition of the system, and is not a disease. It is a condition of the system, and is not a disease.

## THERAPION No. 3

THE EXPIRING LAMP OF LIFE LIGHTED UP AFRASH.  
 This is a condition to which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, in which the vitality of the system is so much weakened that the symptoms are much more prominent than in the case of a healthy person. It is a condition of the system, and is not a disease. It is a condition of the system, and is not a disease.

## THERAPION

This is a condition to which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, in which the vitality of the system is so much weakened that the symptoms are much more prominent than in the case of a healthy person. It is a condition of the system, and is not a disease. It is a condition of the system, and is not a disease.

## TSIN TING.

## LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.  
 11 September 1905. [66]

## A WONDERFUL DISCOVERY.

This is a condition to which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system, in which the vitality of the system is so much weakened that the symptoms are much more prominent than in the case of a healthy person. It is a condition of the system, and is not a disease. It is a condition of the system, and is not a disease.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 575 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 508, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Soott, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

[76]



EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
 10, D'AGUILAR STREET, HONGKONG,  
 (One Minute's Walk from the Post Office).

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
 LONDON, CALCUTTA, SHANGHAI,  
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanjing Road, Hongkong, 24th March, 1904. [40]

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,  
 COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR,  
 AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,  
 ST. GEORGE'S BUILDING,  
 HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HARI

BRAND, HARTMANN'S GREY PAINT

DAIMLER'S PATENT MOTOR

LAUNCHES, &c.

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS' STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1904. [24]



Gold Medals PARIS 1889 & 1900

Regd. Brand

HARRIS, CALNE & WILTS, England.

REPRESENTATIVES FOR HONGKONG & CHINA,

HOWARD & Co.,

50, Queen's Road Central,

Hongkong.

Hongkong, 19th May, 1905. [579]

"THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICES VERY MODERATE.

Hongkong, 15th September, 1905. [169]

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m.	7.30 a.m.	Every 30 minutes.
7.30 a.m.	8.00 a.m.	Every 10 minutes.
8.00 a.m.	8.30 a.m.	Every 15 minutes.
8.30 a.m.	9.00 a.m.	Every 10 minutes.
9.00 a.m.	10.00 a.m.	Every 15 minutes.
10.00 a.m.	10.45 a.m.	Every 15 minutes.
10.45 a.m.	11.15 p.m.	Every 15 minutes.
11.15 p.m.	11.45 p.m.	Every 15 minutes.
11.45 p.m.	12.15 p.m.	Every 15 minutes.
12.15 p.m.	1.00 p.m.	Every 15 minutes.
1.00 p.m.	1.45 p.m.	Every 15 minutes.
1.45 p.m.	2.00 p.m.	Every 15 minutes.
2.00 p.m.	2.30 p.m.	Every 15 minutes.
2.30 p.m.	3.00 p.m.	Every 15 minutes.
3.00 p.m.	3.30 p.m.	Every 15 minutes.
3.30 p.m.	4.00 p.m.	Every 15 minutes.
4.00 p.m.	4.30 p.m.	Every 15 minutes.
4.30 p.m.	5.00 p.m.	Every 15 minutes.
5.00 p.m.	5.30 p.m.	Every 15 minutes.
5.30 p.m.	6.00 p.m.	Every 15 minutes.
6.00 p.m.	6.30 p.m.	Every 15 minutes.
6.30 p.m.	7.00 p.m.	Every 15 minutes.
7.00 p.m.	7.30 p.m.	Every 15 minutes.
7.30 p.m.	8.00 p.m.	Every 15 minutes.
8.00 p.m.	8.30 p.m.	Every 15 minutes.
8.30 p.m.	9.00 p.m.	Every 15 minutes.
9.00 p.m.	9.30 p.m.	Every 15 minutes.
9.30 a.m.	10.00 a.m.	Every 15 minutes.
10.00 a.m		



## Intimations.

**WM. POWELL,  
LIMITED.**

**GENTLEMEN'S  
DEPARTMENT.**

28, Queen's Road.  
(OPPOSITE THE CLOCK TOWER.)

**NEW  
AUTUMN  
GOODS  
NOW ON SHOW.**

**FELT AND STRAW  
HATS.**

**SILK  
NECKWEAR.**

**SMART  
HALF-HOSE.**

**LIGHT-WEIGHT  
UNSHRINKABLE  
WOOLLEN  
UNDERWEAR.**

**IDEAL  
LIGHT-WEIGHT  
FLANNEL  
SHIRTS**

with detachable  
Double Collars to match.

**BLACK & BROWN  
GLACE & CALF  
BOOTS & SHOES.**

Our Well-known  
**DRESS SHIRTS,**  
\$3 to \$6.50 each.

INSPECTION INVITED.

**WM. POWELL, Ltd.,**  
28, QUEEN'S ROAD, HONGKONG.

Hongkong, 7th October, 1905.

## Intimations.

## THE TRUTH ALWAYS.

"When you are in doubt tell the truth." It was an experienced old diplomat who said this to a beginner in the work. It may pass in some things, but not in business. Fraud and deception are often profitable so long as concealed; yet detection is certain sooner or later, then comes the smash-up and the punishment. The best and safest way is to tell the truth all the time. Thus you make friends that stick by you and a reputation that is always worth twenty shillings to the pound everywhere your goods are offered for sale. We are able modestly to affirm, that it is on this basis that the world-wide popularity of

## WAMPOL'S PREPARATION

rests. The people have discovered that this medicine is exactly what it is said to be, and that it does what we have always declared it will do. Its nature also has been frankly made known. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. A combination of supreme excellence and medicinal merit. Nothing has been so successful in Anemia, Scrofula, Bronchitis, Influenza, Loss of Flesh and Wasting Diseases, Weakness and Low Nervous Tone, and all complaints caused by Impure Blood. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from the first dose and agrees with the most sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medicinal triumphs of the age. "Watch carefully against imitations." Sold by chemists throughout the world.

## EXCURSION TRIP FROM MACAU TO THE HOT WATER SPRINGS (KNOWN AS AGUA QUENTE).

IF sufficient inducement and weather permitting, Mr. T. J. COLLACO, Manager of "Bay View House," of Macau, intends to make an Excursion to LUNG-GHA-IT-CHIT, (known as AGUA QUENTE), leaving Macau at 2 P.M. on SATURDAY, 14th instant, to arrive at the Hot Water Springs at 2 A.M. on SUNDAY, 15th instant, and returning at 11 A.M. the same day to arrive at Macau in time for the Excursionists to catch the boats to Hongkong.

All Excursionists will be accommodated in roomy and commodious houseboats which will be towed by a steam-launch, especially engaged for the purpose. Arrangements are being made to have an orchestra in play on the night trip which will be a fine moonlight one. The fare which includes Dinner on Saturday night, Breakfast and Tiffin on Sunday, is \$5.00 only. A Bar will be set up and drinks will be served at very moderate prices. Gentlemen desiring to join the excursion will please send to my agent, Mr. C. DE M. C. V. RIBEIRO, of Messrs J. C. dos Remedios & Co., the sum of \$5.00 in exchange for a ticket which must be presented to me when boarding the Excursion boats which will be alongside the S.S. *Wanchow's* wharf. Tickets must be bought on or before the 10th instant. If it is not intended to carry out the above scheme for lack of support Mr. Ribeiro will be instructed by me to refund the fare to subscribers.

THEOBALDO J. COLLACO.  
Hongkong, 6th October, 1905.

## BAY VIEW HOUSE, MACAO.

SITUATED at the most Charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIPPINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served *a la carte* from 11 A.M. to 9 P.M. Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS: "BAYVIEW, MACAO."  
Macao, 7th June, 1905.

## THE REAL THING AT LAST.

TRY FUSSELL'S EVAPORATED CREAM. No preservative of any kind is used. This is absolutely guaranteed.

H. RUTTONJEE,  
No. 5, D'Almeida Street,  
AND  
Nos. 36 to 38, Elgin Road, Kowloon.  
Hongkong, 29th September, 1905.

## NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews on the following vessel during her stay in Hongkong Harbour:

CHURCHILL, American 4-masted schooner, Captain Hu man—Master.

## NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10c) per Single Copy.

THE MANAGER,  
*Hongkong Telegraph Co., Ltd.*  
Hongkong, 30th September, 1905.

## THE SYNAGOGUE IN NEW YORK.

East Side writers, reformers, reverends, radicals—men like A. Kahn, Dr. Blaustein, Rev. Mr. Maslansky, and Joseph Barondess—lauded all prominent men on the East Side whom I have consulted—say with one accord: The Jewish workingmen, especially those between the ages of 18 and 35, have deserted the synagogue. "We all admit the fact," said Dr. Blaustein, "and there is nothing more to say but to admit it." "During the solemn days, particularly the Day of Atonement, there is usually a burst of piety among them," declared A. Kahn. "Then they dress up, buy a seat and go to the synagogue. But even this rare visit is made in a perfunctory way. In most cases it is made to please an importunate mother or to appease a petulant wife."

As a rule, the Jewish workingmen stay away from the synagogue, and the more intelligent they are the more consistently they stay away. Rev. Mr. Maslansky, most favourite of all East Side Maggidim, or preachers, now preaching at the People's Synagogue of the Educational Alliance, sighed when I put the question to him. "Yes," he said, "religion is in a very bad way here. As for the synagogue, it is a dying institution. The very old, the very orthodox, those who need the synagogue least, are the only people who go there. Yes, these are the only people who go there. Yes, these are the only people who go there."

How true the last statement was I had immediate occasion to find out. The Feast of Weeks was at hand. I went the rounds of one of the most prominent synagogues in search of a particularly representative workingmen's audience. I found it at last in the Beth Hamedrosh Hagadol on Norfolk street, where the preponderance of middle-aged men, mostly workingmen, over the old men fairly surprised me. Presently, however, there was a burst of prayer wrings from the hearts among them. I at once recognized the familiar Kaddish, the prayer for the dead. They were all mourners. These men, I noticed, seldom lingered in the synagogue as the old folks do. They rushed in, offered their prayers (paid the price), and rushed out again.

They are seldom members of the congregation. They know nothing of how or by whom the synagogue is maintained. In short, the Jewish working people as a class have lost all interest in the synagogue as a religious institution.—Phillip Davis in *July Outlook*.

## PECULIAR GARMENT OF MORMON WOMEN.

One of the sweetest Mormon women I have known showed me one of the endowment garments one time, carefully explaining, evidently in order to ease her conscience for the act, which is forbidden, that I had probably seen it on the clothes line. The garment may best be described as a white union suit, and she told me that every man or woman who has ever been through the temple is expected to wear such a one for the rest of his natural life. Even in removing the garment to put on a fresh one it may not be entirely removed until it has been replaced by the new, says Mariah Bonnell in her third article on "The Tragedy of the Mormon Woman" in the *Housekeeper*. It is worn night and day, summer and winter. Woven one, patterned after the same style, may be worn in cold weather. These garments are seldom seen by Gentiles, especially of late, since the saints have been forbidden to send them to a public laundry. The garment is supposed to be a kind of invulnerable shield, a protection against disease, and violent death. It is particularly distinguished by certain markings, which to the Mormon mind have a deep significance, never to be revealed. The markings are incisions of a V-shape, made over one breast, the abdomen and one knee. I remember my astonishment at her answer to my question before I had seen the garment, if it was not the ambition of every woman of her faith to be married in the temple, and her merry laugh as she said, "Yes, of all good Mormon women; but I don't think so of a young girl with pretty neck and arms." Finally she explained that the garment reached to the neck and to the elbow.

A small but interesting incident in connection with the endowments is that each woman is given a new name which she is never to tell to a living soul except her husband. It is by this name that she is supposed to be admitted into the glory of the hereafter. One Mormon woman, however, her mirth getting the better of her secrecy, confided to a Gentile friend of mine that she and her woman friends who had gone through the ceremony at the same time had compared notes and found that they each had been called Sarah.

## ORIGIN OF INSTINCT IN INSECTS.

The progress made recently in the study of the nervous system has led M. Edmond Perrier to a new theory of instinct, regarding which philosophers probably will be somewhat sceptical, but of which a geological consequence deserves to be known for its ingenuity. The author is endeavouring to explain, by means of experience and heredity alone, how insects, whose adult life lasts only a few weeks, or even a few days, and who know nothing of their parentage, have the time and ability to acquire their wonderful instincts. Evidently there is no possibility here of education nor of customs; it would seem as if the manifestation of instinct in the individual were quite spontaneous. But M. Perrier notes that the existence of the seasons, as we know them, appears to be of very recent geological origin. Geologists in general agree that temperature and climate were once for very long periods absolutely uniform in all parts of the earth and throughout the whole year. This is explained by the fact that the sun was then much larger, the inequalities of the season having been finally brought about, little by little, by its gradual condensation. Now insects existed at a time when this condensation had not yet taken place. Insects were remarkably abundant on the bank of the carboniferous lakes of lagoons, and the interesting lacustrine of Messrs. Fayol and Charles Brongniart, at Comenay, have shown how great was their variety and how huge their size. At that time, now, since there were then no seasons—the cause that now brings about the early death of insects so soon after their reproduction—these carboniferous insects must have lived as long as any other creatures; they must have been able, like our higher animals, to acquire experience and transmit it to their offspring, thus gaining an acquired and cultivated intelligence in the same measure as other living beings. This was then transmitted by heredity, and when the seasons began to appear, in the tertiary epoch, when by the appearance of cold insect life was reduced to a brief season, when experience and parental education could no longer play their part, the intelligence formerly acquired and transmitted from generation to generation must, according to M. Perrier's theory, have been changed into immutable instinct; that is to say, it must have been fixed at a definite point without power to progress further. Our present insects are thus reproducing indefinitely the faculties and cerebral development of the insects of the secondary epoch of geological time.—*La Nature*, Paris.

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## Insurance.

**NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.**  
THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.  
SIEMSEN & Co.  
Hongkong 28th May, 1895.

## Hotels.

**OCCIDENTAL HOTEL.**  
EXCELLENT CUISINE.  
MODERATE PRICES.

ELECTRIC FANS  
TO ORDER IN  
EVERY ROOM.  
EUROPEAN MANAGEMENT  
ELGIN ROAD, KOWLOON.  
Hongkong, 19th May, 1905.

## THE ORIENTAL HOTEL, MACAO.

THE above Hotel situated on the PRAIA GRANDE, will be opened on SATURDAY, 2nd September, under the Management of J. SANTOS, late of Macao Hotel. There is splendid accommodation for Visitors, the Rooms being the largest and lightest in the Colony. The BILLIARD TABLE which has been purchased from the Hon. Wei Yui is the best in the Far East, and is practically new. SPIRITS and WINES of the best quality. CUISINE—Excellent.  
For Terms, &c., apply to—  
MANAGER.  
Macao, 28th August, 1905.

## For Sale.

**TUBORG BEER.**  
A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.  
PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.  
Special Prices for Quantities.  
Sole Agents—  
SIEMSEN & CO.  
Hongkong, 10th January, 1905.

## FOR SALE.

INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.  
Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.  
Lamps fixed up for Buyers free of charge.  
Naphtha of the best kind kept in stock.  
**TAI KWONG CO.,**  
55, Lyndhurst Terrace.  
Hongkong, 16th November, 1904.

## AN APPEAL.

THE SUPERIORES of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.  
Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.  
Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.  
The Superiores will also be most grateful for any FAYES, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.  
Hongkong, 22nd April 1892.

## Consignees.

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship  
"SERNEGAMBIA."  
Captain Peter, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.  
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 3 P.M.  
No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 6th October, 1905.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.  
THE Company's Steamship  
"ZIDENGHLA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., TO-DAY, the 6th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.  
Hongkong, 6th October, 1905.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"COROMANDEL,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained at once as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. *Mongolia*.  
From Australia, ex S.S. *Victoria*.  
From Calcutta, ex S.S. *Sumatra*.  
From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 15th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.  
L. S. LEWIS,  
Acting Superintendent.  
Hongkong, 5th October, 1905.

## "MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES,  
S.S. "GHAZEE,"  
FROM GLASGOW, LIVERPOOL AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.  
Hongkong, 3rd October, 1905.

S.S. "OCEANIC,"  
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES,  
CONSIGNEES of Cargo from London, ex S.S. *Charente* and *Dordogne*, and from Bordeaux, ex S.S. *Ville de Cote* and *Ville d'Arras*, with connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before TO-DAY, at 3 P.M., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 9th October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 9th October, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 9th October, at 3 P.M.

No Fire Insurance has been effected.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 2nd October, 1905.

THE H. A. L. Steamship  
"SERNEGAMBIA."  
Captain Peter, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.  
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 3 P.M.  
No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 6th October, 1905.

## Intimations.

**THE POPULAR  
SCOTCH  
IS  
"BLACK & WHITE"**



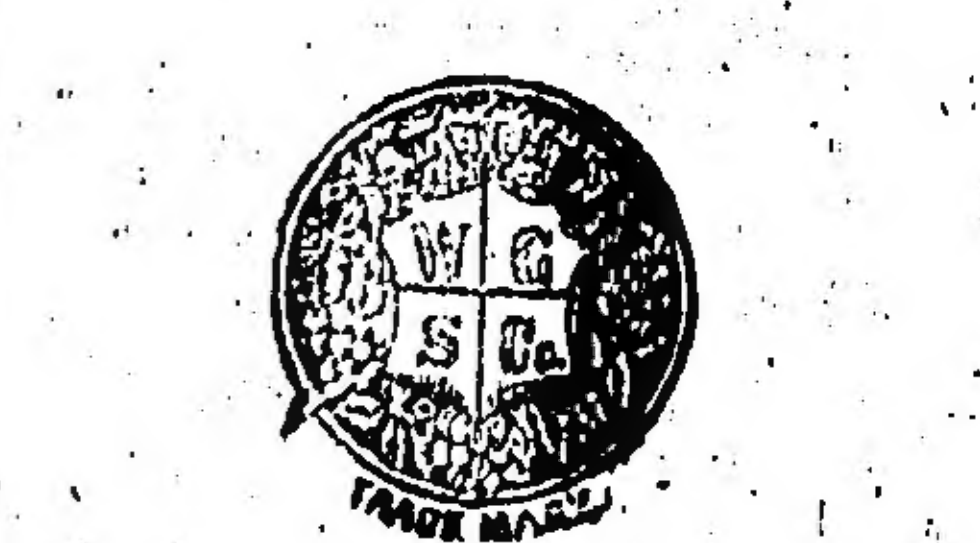
**JAMES BUCHANAN & CO.**  
SCOTCH WHISKY DISTILLERS.  
By Appointment to  
**H.M. THE KING**  
and  
**HRH. THE PRINCE OF WALES**

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores.

GO TO  
**WEISMANN'S**  
FOR YOUR  
**BREAD.**

THE ONLY  
EUROPEAN BAKERY  
IN THE COLONY.  
Hongkong, 1st September, 1905.

**THE WINE GROWERS  
SUPPLY CO.**



**BARRETTO & Co.,**  
General Agents, Hongkong.

**TRAIN & MCINTYRE,  
Limited.**

**SCOTCH WHISKIES.**

**Very Special Blend,**  
\$15.00 per Dozen.

**Royal Scottish,**  
\$16.00 per Dozen.

**Special Liqueur,**  
\$20.00 per Dozen.

**Old Reserve,**  
\$25.00 per Dozen.

**BARRETTO & Co.,**  
Agents,  
Nos. 22 & 24, Bank Buildings,  
Queen's Road Central,  
Hongkong, 30th September, 1905.



## Intimations.



A. S. WATSON & CO.,  
LIMITED.

WINE & SPIRIT  
MERCHANTS,

HAVE BEEN APPOINTED AGENTS  
FOR MESSRS.

ROBERT PORTER  
& CO.,

BOTTLERS OF THE FAMOUS

BULL DOG  
BRAND

BASS ALE, GUINNESS STOUT,

AND

LIGHT ALES.

## PRICES:

PER CASE

"BULLDOG" Bass Ale	8 doz. pils. \$25. Per doz. pils. \$3.25
"BULLDOG" Light Ale	4 doz. pils. \$18. " " pils. \$4.50
"BULLDOG" Champagne Bots.	8 doz. pils. \$24. " " pils. \$3.00
"BULLDOG" Guinness Stout	12 doz. pils. \$27. " " pils. \$2.40
"BULLDOG" Guinness Stout	8 doz. pils. \$24. " " pils. \$3.00
"BULLDOG" Guinness Stout	12 doz. pils. \$28. " " pils. \$2.40

A. S. WATSON & Co.,  
LIMITED.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 23rd September, 1905.

BAHADUR  
CIGARS.

THE  
PREMIER CIGAR

OF

INDIA.

No. 1 - \$2.75 - per 100

No. 2 - \$2.50 - per 100

No. 3 - \$2.25 - per 100

Gregor & Co.,

SOLE AGENTS.

Hongkong, 8th July, 1905.

## The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 7, 1905.

## A MATTER OF MOMENT.

Not for many a long day have those who concern themselves with the important subject of education in Hongkong been provided with more substantial food for reflection than that contained in the report of the opening of a Government medical school in Singapore. From Straits papers we learn that in this institution Chinese and other non-European residents in the Colony and the Federated Malay States may be trained to enter the Government service as assistant surgeons or to qualify as general practitioners. This is no surprise, for so far as education is concerned the government of the Straits Settlements is well ahead of Hongkong. In Singapore the King's scholarships are still retained, and the Chamber of Commerce encourages education from a commercial standpoint by holding periodical examinations in subjects connected with this most important branch of learning, while other scholarships are offered to those students who elect to take up the study of various industries. There it has been recognised for long past that one must urgently necessity is the provision of some instruction in practical engineering so that the Singapore boys might be equipped to take their share in the development of the magnificent resources of the Federated Malay States. H. E. the Governor had his attention drawn to this matter at the opening of the new medical school for Malaya, and one of these days we shall no doubt learn that the Straits Government has made provision for still further facilities for the higher education of their boys. In the meantime Singapore has now the great benefit of a local medical school in which not only the members of the Chinese community will be trained, but which will also be open to other non-European residents. Here, in Hongkong, we are a long way behind. The old Queen's scholarships have been relegated to the past for more than a decade and although we can boast of a college of medicine for Chinese which, by the way, is doing some really excellent work, and in which the welfare of the Colony should be very closely bound, it is exclusively confined to members of the native community, and the scope of the work embodied in its syllabus is of necessity somewhat restricted. Facilities for studying the various branches of trades that are practiced in the Colony and the large cities of the world are wanting in Hongkong, although, of course, we do not lose sight of the work being carried on at the scientific and industrial college in Hollywood Road, or of the classes held at the Institution of Engineers for instruction in practical mathematics and mechanics. But the manner in which our sister Colony is going ahead in matters of education suffices to show the position into which we have been slowly drifting and where we are now marking time. This is a subject to which we have frequently drawn attention and one which should have been remedied long ago. Instead of having any improvements made in education in Hongkong is being set back. The expenditure by the Government is to be cut down from 3.95 to 2.73 per cent of the Colony's revenue, and this, in the long run, means that instead of promoting educational efficiency, it almost puts a premium upon incompetence and that, too, at a time when everything points to the vital need of improving and systematising education. Instead of encouraging popular interest in the subject in all its branches and particularly those of a commercial and technical value, we seem to be riding roughshod over the opinions of those not only in Singapore but also in Shanghai, where instruction in technical education has been successfully given for some time past. We can only hope that the step taken by Singapore will be followed before long by a similar movement in Hongkong which, if it does not go to the extent of having a thoroughly equipped school with facilities for instruction in technical and commercial education, will be nothing short of a considerable enlargement in the scope of the College of Medicine for Chinese the benefits of which might well be extended to all sections of the community.

## LOCAL AND GENERAL.

Mr. Oliver Bainbridge, the scientist and explorer, has been laid up in Kaifeng with a severe attack of malarial fever.

REGULATIONS relating to the examinations of masters and mates in the mercantile marine have been issued by the Government.

DURING the month of September 3,195 inches of rain were recorded as having fallen in the Colony. There were 199.5 hours of sunshine during the month, the mean temperature being 80.1.

A CHINESE woman was arrested for being very drunk and disorderly at No. 419 Queen's Road West, on Thursday. Fine \$3.

THE Treaty of Portsmouth was signed by the four plenipotentiaries with the old-fashioned quill pens, each of which was specially provided for the ceremony.

TIENTSIN is well ahead of the times at the Fire Brigade smoking concert held in the Settlement the other day; many ladies were present, and the evening was most successful.

TO-DAY is the Chinese festival of *Chung Yung*, or "day of soul-worshipping," and in consequence thousands of Chinese wended their way to the "peak," carrying silver paper ornaments, etc.

SANITARY measures continue to be adopted against Hongkong at Manila, Newchwang, Shanghai, and Siam. Shanghai is the only place which declares Hongkong to be an infected port.

Mr. Moorehead of the Imperial Maritime Customs, who has just returned to Shanghai after a holiday of sixteen months, has received instructions to proceed at once to Tientsin to attend to Customs duties at that Port.

IT is announced in connection with the Chinese Y.M.C.A. that an opening reception and social evening will be held at 8 p.m. on 14th inst. The first open-air service will be conducted in front of the Central Market, 6th Des Voeux Road at 5.45 p.m. on Sunday next.

CHIAN Cheung, a carriage driver, was charged, before Mr. G. N. Orme to-day, with cruelty to animals in that he drove a pony in his vehicle while the animal was suffering from an open sore on its back. Inspector MacDonald prosecuted, and the man was fined \$10.

THE 12-kilometres international swimming event (about seven miles) took place at Paris, and was won by Paulus, with Burgess, Holbein, and Miss Annette Kellermann next, in the order named. Billington, who was leading in the race, was seized with cramp, and was obliged to retire. The cold affected all the English swimmers.

THE *S.C. Daily Journal* states that owing to the impossibility and inconvenience of the ordinary police to patrol properly the streets of the capital, which are miles and miles long, due to the size of the city, the Governor of Peking has memorialized the Throne asking for permission to institute a system of mounted police, which permission was granted.

THE *Jiji* observes that the length of the Chinese Eastern Railway from Chang-chung to Port Arthur, which has been acquired by Japan is over 300 miles, and the working expenditure of this section amounts to about ¥220,000 per month, maintenance costing ¥15 per mile per day. At present, says the *Jiji*, it is very difficult to obtain a revenue of only ¥120,000 monthly, and by working the railway, the Japanese Government, at present, will lose at least ¥100,000 every month.

A MEETING of the police magistrates and justices of the peace for the Colony will be held at the magistracy, on Monday, the 16th inst., for the purpose of considering the applications from Bernat Cohen to transfer to Moses Char-chellinsky the publican's licence to sell by retail intoxicating liquors on premises Nos. 332 and 334 Queen's Road Central under the sign of "The Land We Live In Hotel," and Annetta Papier to transfer to Bernard Mayer the publican's licence to sell by retail intoxicating liquors on premises No. 1 Jubilee Street under the sign of "The Colonial Hotel."

Mr. Hesse, of Viceroy Yuan Shih-kai's foreign staff, was received in audience by the Emperor and Empress Dowager on Saturday, the 16th ult., having been summoned to Peking for that purpose. This is stated to be the first interview granted to a European in Chinese employment, with the exception of Sir Robert Hart. In this connection we hear that there is prospect in the near future of the steel works, also the gun factory at the Kiangnan Arsenal, being reorganised under the direction of Kiangnan Dock officials. The intention, we understand, is to have experts in each branch brought from Great Britain.—*N. C. H. News.*

A SAN FRANCISCO wire of the 29th ult. says:—Suffering from the disgrace and humiliation to which he has been submitted since his return home General Stiessel, the defender of Port Arthur, has been afflicted by a stroke of paralysis. He has recovered from the shock, but his condition is regarded as precarious. The court martial which has been trying General Stiessel for misconduct while in command of Port Arthur has not yet concluded its hearings. Doubtless the strain imposed on the general in appearing before the court martial day by day and in facing probable degradation has told upon his strong constitution.

"SELF-DENIAL" writes:—"It appears that now one and then another of the members of the Hongkong Parsee Cricket Club is seeking admittance into the Craignower Cricket Club and is admitted. That speaks for the sportsmanlike spirit of the latter Club. But the Parsees can move in sympathy and in the same sportsmanlike spirit, and instead of individual members leaving the Club to join another and thereby still further weakening the sporting strength of their own Club and thus doing an injustice to the other members, the Parsees should take steps to bring about a bodily amalgamation of the two Clubs and merge the Parsees into the Craignower, the latter being an older institution. The Parsees Club would merge itself honourably, because it has a good fund at command and gear and other requisites. Thereby the present Parsees ground, not used to full advantage, can be allotted to some other more active Club.

H.E. THE Governor has granted to Major Arthur Chapman, Hongkong Volunteer Corps, leave of absence for twelve months, commencing from the 11th instant.

IT is notified in the *Gazette* that the King's Exchequer empowering J. Gascon Gonzalez de Bernedo to act as Consul for Chili at Hongkong, has received His Majesty's signature.

ACCORDING to *La Democrazia*, the Filipino residents of Hongkong have started a subscription for the relief of their compatriots who are starving in Cebu. A total of 237 pesos has thus far been subscribed.

THE reward offered for arresting the chief culprit of the bomb outrage is 30,000 dollars, for the party of the culprit is 20,000 dollars, while those who report upon their whereabouts will receive 10,000 dollars. The Director-general of the Imperial Railway offers 2,000 taels as reward for information as to the culprit and Yuan Kung-pao also offers 2,000 taels for the same.—*The Shenbao.*

THE following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th ult., as certified by the managers of the respective banks, are published in the *Gazette*—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China, .....	\$3,435,704	\$2,200,000
Hongkong and Shanghai Banking Corporation, .....	13,602,523	9,070,000
National Bank of China, Limited, .....	81,725	70,000
Total, .....	\$16,573,338	\$11,270,000

ON Saturday afternoon proceedings were opened at the Consular Court for Her Netherlands Majesty, Shanghai, in a case in which the Municipal Council sued the owners of the s.s. *Verlak* and her cargo for the sum of Tls. 40,000 and expenses connected with the salvage and salvage services rendered to the ship and cargo by the Municipal Fire Boat on the afternoon of the 12th August, under circumstances already reported in this paper. The Court was composed of G. D. Advocate, Esq., sitting as Judge and Mr. E. O. Van Walree and Mr. S. Jacob as Assessors. Mr. McNeill appeared for the defendants. After hearing certain of the evidence of both sides, the case was adjourned until Saturday fortnight, the 14th inst. at 2 p.m.

A WIRE from Vancouver, dated the 3rd inst., states that information has been received that the Canadian Pacific Railroad Company's steamer, the *Empress of Japan*, was injured in the typhoon of a couple of days previous. The vessel was seriously damaged, but not enough to prevent her continuing on her voyage.—The ship left here on the 20th ult., for Shanghai, Kobe, Nagasaki and Vancouver, and has arrived at Kobe. The local agents have heard nothing concerning any injury sustained by her, and presume that if she encountered the storm the extent of any damage she may have suffered was not sufficient to warrant Capt. H. Pybus making a report. On her way down to Hongkong the *Empress* encountered a typhoon, and those aboard had a somewhat exciting experience.

## THE FIRE ON A DYNAMITE SHIP.

THE "CHATHAM" COLLIDES WITH THE "CLAN CUMMING."

THE SUEZ CANAL BLOCKED.

Port Said, Sept. 6.—An accident occurred between kil. 13 and kil. 24 during last night. It appears that the s.s. *Chatham*, having some 70 odd tons of dynamite on board, which entered the Canal here early last evening, was tying up to permit the passage north of the s.s. *Clan Cumming*. Before the manoeuvre was quite completed the *Clan* collided with her, and in so doing, it is alleged, knocked down a lamp which was suspended in the *Chatham's* forecastle. The whole of that part of the vessel was

SOON IN FLAMES, and the proximity of such a large quantity of explosives decided the crew of the ship to at once leave her; two or three have since arrived here. The chiefs of the Suez Canal Company, with characteristic energy, made all preparations for what might easily prove to be one of the most dreadful accidents on record. The explosion from whatever cause of such an enormous quantity of dynamite would, of course, completely destroy the canal for a great distance on either side, and the removal of debris would have entailed

THE WORK OF WEEKS in all likelihood. All the powerful tugs and boats were at once sent down to the scene of the disaster, and both Mr. Reynold and M. Schmidt, the chiefs at Ismailia and Port Said, respectively, proceeded at a late hour to the scene. All train service was suspended, and fresh water canal sluices were closed in case an explosion should occur; both from north and south, Canal Navigation was stopped. There are now some sixteen ships tied up in the canal and several others at either end awaiting passage. After going carefully into the matter it was finally decided to make

A DART AT THE SHIP, with all the available pumps, with the idea of flooding the hold in which the explosives were stored,—the fact of the crew having left the ship to herself making it more difficult.

Port Said, Sept. 7.—The s.s. *Clan Cumming* which collided with the *Chatham* close to Ras-el-Eh arrived here this morning from the canal, and appears very slightly damaged. The latest news is that the Canal Company's huge pumps have succeeded in completely flooding the holds of the vessel, thus rendering the enormous quantity of explosives on board her quite harmless. The vessel is

NOW PRACTICALLY AWASH, I understand, at least round her forward decks, and she is to be secured with heavy chains so that she may not slide into the navigable channel. There is a passage on one side of the ship which up to the present has been utilized solely for daylight navigation. Ships pass the vessel either way, it appears, and have done so since yesterday evening. The real cause of the accident apparently will not be discovered for some time.—*Egyptian Gazette.*

## CANTON NOTES.

## THE TEA MARKET.

[From Our Correspondent.]

Canton, 5th October.  
About 5,000 boxes of tea are to be shipped here in order to catch the homeward bound P. & O. boat due to leave Hongkong on the 7th inst. If this lot is taken off the market at an early date another small shipment may be sent; otherwise this will be the last lot of the season.

SILK.  
There is a slight improvement in the quality of the fifth crop which is now on the market. Unfortunately, however, the growers are still without profit and as the north breeze is setting in the sixth crop of the year may be affected.

## "CANTABRIA" LOST WITH ALL HANDS.

The s.s. *Cantabria*, originally owned by Messrs. Douglas, Lapraik and Company of Hongkong, who sold her to Mr. Francisco Reyes of Manila, about three years ago for the sum of \$50,000 and which later was purchased by her present owners, Messrs. Urrutia and Company, for the sum of P140,000, has been lost off Ticao, a small island on the east coast of Masbate, Philippine Islands. With her were lost all officers, members of the crew and 18 passengers, five of whom were Americans. Not a single survivor was left to tell the tale.

The ill-fated steamer left Manila on September 19 for Mariveles to undergo the usual five days' quarantine preparatory to her clearance for Legaspi, Tacaco and other consular ports. She left Mariveles on the evening of September 25 and nothing further was heard from her until her owners, Messrs. Urrutia and Company, received the following telegram: "Urrutia, Manila.—*Cantabria* lost north point of Ticao. Beach strewn with dead. Apparently all dead.—Death."

Not much credence was attached to the above dispatch until the *Cable News*, of the 4th inst., but as one of their employees was sent to the custom house to verify the sad tidings, they received a copy of the following telegram sent to Collector Shuster by Captain Collet of the consular:—Masbate, October 3. Collector of Customs, Manila.—Twelve decomposed bodies bearing *Cantabria's* life preservers found on Point San Miguel, Ticao; sunken steamer near same place, supposed to be *Cantabria*.—Collet, P. C.

The steamer *Cantabria* was formerly called *Formosa* and was used as an inter-island transport by the quartermaster's department. She was a vessel of 221 feet in length, 32 feet beam, had a draft of 12.5 feet and was built by W. Richardson and Company of Newcastle in 1885 and has triple expansion engines and a gross tonnage of 1,077 tons. She was insured for the sum of P100,000 with the Union Insurance Company, the Northern Marine Insurance Company, the China Traders' and the Canton Insurance Company. Her cargo which was valued at P200,000, was also insured so that the company does not anticipate very great loss.

THE DROWNED.  
Mr. Hendry, one of the unfortunate passengers drowned, was a consulting engineer of the firm of Castle Brothers, Wolf and Sons. He was formerly the chief engineer of the gunboat *Nipin* during the days of insurrection and later went to China and returned here again about three years ago and since that time had been in the employ of the firm. He was one of the best known and most popular engineers in the Philippines and the China coast, and was on his way to Legaspi, Albay, to make a public exhibition of the new-hemp stripping machines which the firm has recently acquired patents for. H. G. Lane and J. O. Smith were two young enterprising Americans who have been working for months to perfect a machine for distilling ylang-ylang and when about to achieve their success, death called them away. John W. Griffin was a trustworthy travelling salesman for the firm of H. E. Heacock and Company. August O. Sorensen was the owner of the Oakland steam laundry, of which he has since been the owner. Of the native and Chinese passengers little is known about them, except that Ty Queng Sing was known to be one of the wealthiest hemp planters in the province of Albay. Captain Bernardino Madariaga, the commander of the ill-fated boat, was one of the oldest skippers engaged in the coastwise trade. The second officer Eduardo Novo, a son of Captain Novo, one of the local pilots, was recently graduated from the Nautical School.

## THE "MIKASA" DISASTROUS.

## BODIES RECOVERED.

The *Japan Chronicle* says it is believed that as the disaster to the *Mikasa* did not occur during warfare, the unfortunate bereaved families will not be entitled to the same compensation as is awarded in the case of those killed during active service. This makes the lot of those who were dependent on the men the more hard and bitter and the poorest undoubtedly have a claim on the Government and the public.

Up to Sunday, 24th ult., 241 bodies of those killed on the *Mikasa* were recovered. Of this number only 53 could be identified.

SAN FRANCISCO, September 28.—A great fire has swept the city of Ceylon, at the northern end of the proposed Panama canal, almost wiping out the city. At one time the valuable property belonging to the United States in connection with the canal work, was threatened but the flames did not invade that section and it escaped unscathed. A number of the natives have been rendered homeless and the authorities are doing all in their power to afford relief. The marines assisted in keeping order and in patrolling the smoke-smoky city.

## THE CRICKET SEASON.

## OPENED TO-DAY.

To-day marked the approach of the cold weather and an era in the annals of Hongkong sport, when the first cricket match of the season was played on the Hongkong Cricket Club ground, the wickets being pitched at 12.30 p.m. for a match between the First Eleven and the Next Twenty-two.—The First Eleven comprised R. E. Q. Bird (captain), Major Chichester, T. E. Pearce, W. Daniel, H. Hancock, Captain Kickenbeck, Major Lewis, L. Lumden, R. A. Major Pedley, R. W. R., Captain Smith, A. D. C., and W. C. D. Turner, while the Next Twenty-two were:—R. A. B. Ponsonby, J. Hooper, N. Rutherford, H. G. C. Bailey, F. C. Bulcher, T. C. Gray, Captain Noble, R. N. L. Dobby, R. A. R. A. Fowler, Dr. J. H. Swan, A. G. M. Fletcher, Major Williamson, A. S. C. D. Wood, C. H. Fallon, E. C. Dixon, Daniel, Wells, Kendall, Hastings, Vickers, Sayer and Whitmore.

The day was an ideal one for the opening match, for though at the start there was not a cloud in the sky and the sun was shining down in all his brightness, there were delightful compensating breezes blowing during the afternoon. Thanks to the untiring efforts of Col. Aiken, Messrs. J. E. Bingham, Phelps, and H. Hancock the pitch was in a remarkably fine condition having regard to its state at the wind-up of last season, and some good cricket was anticipated.

Last year the season opened on the 15th October, and resulted in a win for the "All comers" who made 133 to the First Eleven's 119. Of the latter R. Hancock compiled 55 off his own bat, and his absence this afternoon was much felt.

The teams met for tiffin at the Club and an adjournment was afterwards made to the Ground, where at 1.45 p.m. the next Twenty-two, having won the toss, went in first.—They remained at the wickets till past four o'clock when, with twenty of them having been disposed of, the innings was declared closed the score then being at 69.

The First Eleven went in at 4.45 p.m. when T. E. Pearce was soon disposed of without scoring.

## Next Twenty-Two.

## 1ST INNINGS.

N. Rutherford, b Bird .....	22
H. G. C. Bailey, c Bird, b Lewis .....	2
F. C. Bulcher, c Chichester, b Lewis .....	14
T. C. Gray, b Chichester .....	1
Capt. Nob, c Bird .....	1
Lt. Dobby, R. A., c Pearce, b Pedley .....	2
R. A. Fowler, b Chichester .....	11
Dr. J. H. Swan, bowled Lumden .....	1
Major Williamson, A. S. C., c and b Bird .....	10
D. Wood, c Pedley, b Lumden .....	6
C. H. Fallon, c Pearce, b Pedley .....	6
E. C. Dixon, c Chichester, b Pedley .....	6
Wells, c Lumden, b Pedley .....	7
Kendall, c Bird, b Pedley .....	0
R. A. B. Ponsonby, not out .....	16
Hastings, c Kickenbeck, b Pedley .....	3
Vickers, c Kickenbeck, b Lewis .....	0
Sayer, b Bird .....	2
Whitmore, c Pearce, b Lewis .....	8
Extras .....	13
Total .....	169

The Hon. Mr. T. Sercombe Smith and A. G. M. Fletcher did not bat.

Owing to pressure on our space we are compelled to hold over a more detailed account until Monday.

## MASONIC "SMOKER."

A very enjoyable smoking concert was given in the Masonic Hall last night in honor of an official visit of the District Grand Lodge. Mr. J. McLean, who acted as accompanist throughout the evening, opened the proceedings, and being a capital musician his piano selections were well received. He was followed by a number of vocal items from Bros. Oxberry, Thwaites, and Bowen, who were loudly cheered, after which Bro. Titmus favoured the audience with some fine songs, playing. Bro. Waleston was the next to take up the rapping and convulsed the house with his "Pantomime" and other humorous selections. After another pianoforte selection from Mr. McLean, Bro. J. Roberts sang the "Holy Friar" and having responded to an encore, two very good concertina pieces were remarkably well played by Bro. Sherwin. This was somewhat of a novelty, as this instrument is but seldom heard at concerts. Bro. Milne, Junr., brought the first part to a close with his spirited rendering of "The Harbour Post" and after an interval of a few minutes Bro. T. Roberts commenced the second part with the playing of "Zampa," a finished performance, that was vociferously encored. Bro. Rowen, then gave "Ora pro Nobis" and was very much appreciated. "Daddy" by Bro. Thwaites, was a good item, deservedly encored, as was another solo from Bro. Titmus. On the mandoline Bro. Sherwin showed himself to be a capable musician. Bro. Oxberry brought the proceedings to a close with his able interpretation of "The Island of Dreams" and after the playing of "God save the King" the function terminated.

## SHIPPING AND MAILS.

## MAILS DUE.

American ( <i>China</i> ) 9th inst, a.m.	
Indian ( <i>Lightning</i> ) 9th inst.	
German ( <i>Prinzess Alice</i> ) 9th inst, noon.	
German ( <i>Bayern</i> ) 10th inst.	
Canadian ( <i>Athenian</i> ) 10th inst.	
Indian ( <i>Lutanga</i> ) 10th inst.	
Australian ( <i>Titan</i> ) 17th inst.	

This C. N. Co's s.s. *Titan* from Australia ports left Port Darwin yesterday p.m. and is due here on 17th inst.

The O. S. S. Co. & C. M. S. N. Co's s.s. *Calchas* left Singapore yesterday daylight, and is due here on 11th inst.

The Glen Line s.s. *Glenloch* from London &c. left Singapore on 6th inst., and may be expected here on 12th inst.

The H. A. L. s.s. *Rickles* from Hamburg left Singapore for this port on 6th inst. p.m. and may be expected here on 12th inst.



## TELEGRAMS.

[Reuter's.]

## A Better Understanding Among the Great Powers.

LONDON, 5th October.  
Prince von Bülow, interviewed by the *Paris Temps*, said that Germany had no idea of obstructing French colonial policy, provided the commercial interests and dignity of Germany were respected. The talk of the inevitableness of an Anglo-German conflict was nonsense; both Governments were too much alive to the consequences to be influenced by press outbursts. International solidarity was now too deeply founded to allow any one to become a *tertius gaudens* in any quarrel whatever. He felt convinced that Anglo-German prejudices would vanish, and the Anglo-French entente was an example of the possibility of an Anglo-German reconciliation in which France had an opportunity of assisting. He hoped that the relaxation of Franco-German relations was a prelude to a mutual confidence, which all Germans would welcome if once convinced that France had ceased trying to isolate Germany.

Later.

## Anglo-German Relations.

The English newspapers, while agreeing with Prince von Bülow that an Anglo-German conflict is not inevitable, comment on the gruffness and cynicism of German diplomacy, and are inclined to be sceptical about Prince Bülow's assurances.

## The Block in the Suez Canal.

Seventy-seven steamers, including sixteen mail boats, are at Port Said and Suez, awaiting the resumption of traffic.

## The Strikes in Berlin.

The situation in Berlin, owing to the strike of all the electrical workers, is becoming grave; 50,000 are idle, including the indirectly affected.

The metal manufacturers have now declared a lock-out on the 14th instant, in sympathy with the electrical firms.

The number of idle hands will then be 120,000 or over one-twentieth of the population.

[N. C. D. News.]

## The Balance of Power.

Tokyo, 2nd October.  
The *Navy Weekly* hints at the probability of a counter-alliance which it opines would afford a still greater safeguard for peace than the Anglo-Japanese.

The *Bourse Gazette* says that the Anglo-Japanese Alliance means the eventual control of half Asia.

## An Imperial Garden Party.

Peking, 2nd October.  
Her Majesty the Empress Dowager is expected to invite the Foreign Ministers and Members of the Grand Council to a Garden Party at the Echo Summer Palace on the 7th inst. The wives of the Minister will be invited the following day. Her Majesty's object is to increase the friendship between China and the Powers, and to congratulate the Minister on the restoration of peace.

## THE YOKOHAMA SPECIE BANK, LIMITED.

TO THE SHAREHOLDERS.

Gentlemen:—The directors submit to you the annexed statement of the liabilities and assets of the bank, and profits and loss account for the half-year ending June 30, 1905.

The gross profits of the bank for the past half-year, including yen 559,922, brought forward from last accounts, amount to yen 8,340,221, of which yen 6,131,500 have been deducted for current expenses, interests, &c., leaving a balance of yen 2,208,721.

The directors now propose that yen 220,000 be added to the reserve fund, rising it to yen 9,942,000, and that yen 200,000 be placed to the silver funds. From the remainder the directors recommend a dividend at the rate of twelve per cent. per annum, which will absorb yen 720,000, on old shares and yen 360,000 on new shares, making a total of yen 1,080,000.

The balance yen 609,721 will be carried forward to the credit of next account.

NAG-TANE SOME, Chairman.

Head Office, Yokohama, 9th September, 1905.

## ST. CLAIR AGAIN.

Jem Roche, Wexford, and C. St. Clair, New York, met recently before one of the biggest attendances ever seen at a boxing combat in Ireland, at Earlscourt Rink, Dublin. The contest was for a £50 purse and £25 aside. The American had slightly the advantage in height and reach, but Roche at once forced matters and had all the best of the opening round. In the second round St. Clair showed clever footwork and both in this and the subsequent round scored well with his right. The fourth round was decidedly the fishman's, he forcing matters throughout and the next two bouts found a repetition of this. In the seventh, both men went through the ropes heavily, but were up smartly and the round closed with some heavy hitting on both sides. St. Clair was later cautioned several times by the referee. Eventually in the tenth round he claimed a foul against Roche, which was not allowed, and, going to his corner before the call of time, was disqualified. Previous to the fight, young John L. Sullivan challenged the winner, and St. Clair subsequently expressed his willingness to meet Roche again.

## GOVERNMENT MEDICAL SCHOOL FOR MALAYA.

THE GOVERNOR ON NATIVE IGNORANCE AND PREJUDICES.

Those gentlemen, who, headed by the Hon. Tan Jik Kim, in September, 1904, petitioned H.E. the Governor for the establishment of a medical school in Singapore, where Chinese and other non-European residents in the Colony and the F.M.S., might be trained to enter the Government service as assistant surgeons, or to qualify as general practitioners, have realized their desires, for it is now, to utilize a well-worn phrase, *un fait accompli*. In the syllabus of the School the terms of the petition are set forth, and it is shown that its establishment was first advocated by Dr. Simon, C.M.C. A Commission appointed to inquire into the system of "English education in the Colony pointed out the great advantage of the introduction of a system of training which would produce, "out of local material," men qualified to supply the demand for assistant surgeons and general practitioners amongst the native population and the poorer inhabitants. The petitioners were convinced that there were no insuperable difficulties and remarked on the great practical good they were convinced would result from a "proper supply of trained medical men in racial sympathy with those whom they would attend." Government pointed out difficulties in the way of the scheme, and affirmed that the establishment of the school could only be regarded as an experiment, but as to expenditure (buildings and equipment, staff and maintenance expenses, scholarships or maintenance allowance for students), so far as buildings were concerned there was, owing to the removal of the female patients to Pasir Panjang, a block of the Asylum at the disposal of the Government which could be used. The sum which Government thought necessary to be raised was \$75,000. This figure has happily been secured, and the new school on the Hospital site, already equipped and staffed for its work, was ready for the opening ceremony on the 28th ult., says the *Singapore Free Press*.

THE GOVERNOR'S SPEECH.

His Excellency, in a powerful address, said he felt it a great privilege to take part in the inauguration of this institution. He thought it was only just a year ago since the memorial to which his friend Mr. Tan Jik Kim had referred was submitted to him. When he came to look into the previous history of the question he found similar schemes had been mooted on more than one occasion previously, but it was not found feasible, the principal reason being a fear at sufficient students would not be forthcoming, and the support necessary for the school's maintenance from the Chinese community and other native Asiatic races amongst them. But the members of the Government who had held this opinion had gone and their places taken by men with more hopefulness—and perhaps more discrimination, and more sympathetic knowledge of the community than those who had gone before. He referred to Mr. Barnes and Dr. McDowell, on the matter, and on their advice he acted, and it was to them that the main credit of what had been done was due. The services of Dr. McDowell and his brethren in the medical profession had been beyond praise. Mr. Barnes, H.E. alluded to with laughter, as an indefatigable brawler, and he added that he had succeeded beyond his wildest hopes. A mention in this connection his friend Mr. Tan Jik Kim not only for his munificent gift, but for the enthusiasm and energy he threw into the work of soliciting sympathy for the scheme, and finding his way into the pockets of his fellow Chinese. It was largely due to him that they saw that institution now fairly started, and started under such very hopeful circumstances. He (H.E.) thought also that the most forgetful on behalf of the community, to give thanks to the medical profession for the ready manner in which they came forward and showed their sympathy with the institution in such a practical way, by giving their services as honorary lecturers. But for this it would have been quite impossible for the Government and community to attempt the task.

OUR DEATH RATE.

If, continued H.E., referring to the need of medical work which the school would carry on, they reflected that the death rate there in this great city of Singapore every year was over 50 rather than under 50 per thousand, which meant that one man or woman in every 20 of the population died in the course of a year; he asked them to think not only of the suffering and pain, but of the enormous loss in efficiency it implied on the working population. It was due not only to the Government but the general welfare of the community that everyone should do whatever lay in his power to better this state of things. Perhaps even more startling were the huge figures of the aggregate death rate, amongst children born in Singapore. In the last return registered of births and deaths out of 5,000 children born last year in Singapore 1,715 died before they reached the age of one year. One child out of every three only reached the age of twelve months. He thought in that institution they would find some means of combating to some extent this enormous slaughter—for it was nothing else. This deplorable state of things appeared to beoken not only deficient physical conditions in the children born but ignorance and prejudice on the part of the mothers. They needed not simply to educate the boys but the girls.

IGNORANCE AND SUPERSTITIONS.

Yesterday in the ordinary course of his official duties he had brought under his notice one of the saddest records it had been his task to read. It was a record of a poor, helpless little child six months old, that died a few days ago in Singapore. On its body were found no fewer than ten serious blisters inflicted by burning matches. Could they conceive it, a poor helpless child six months old subjected, not from any wanton cruelty, but through ignorance and superstition, to torture which in England would be called atrocious, and which had it happened there everyone concerned would have been dealt with severely by the law? They might ask what it was proposed to do in regard to such cases. Well, it was believed, honestly believed, that this cruelty was inflicted in ignorance and with the desire to benefit the child. That it could not do so a moment's reflection would have proved to anyone, yet that such a thing could be done to a helpless child showed that they were only at the beginning of their task in founding that school. They had to go further and with the help of the Chinese community and of the representatives of the different native communities teach mothers of the future the care of their children. Their birth rate, even as it was, was only half their death rate. Were it not for the constant stream of immigration Singapore would cease to exist in a very few years. They, however, could not always count upon this immigration into the Colony. Circumstances might

arise, were now arising every day which tended to divert this stream of immigrants or keep it at home.

GOVERNMENT'S FIRM STAND.

If we were to keep our place here as a great city, a great centre of commerce, and industry, the children must be saved, and he most earnestly asked those leaders of the native community, who had already shown themselves alive to this question, to give the Government their sympathy and support in doing what they could to put an end to these practices, by removing the cause of them—the ignorance and prejudice of the mothers. He thought that whatever view they might take of the matter, all acknowledged that these practices were practices which the Government could not tolerate. They made every allowance possible for lack of sympathy, difference in ideas and mentalities between the East and the West, but English administration could never tolerate anything which revealed the common community, and he thought such practices—those to which he had alluded—did, and he should like anyone there who knew of such things going on to let it be known that any instance of such treatment could and would be dealt with by the law of the Colony, which was quite wide enough to deal with such cruelty, whether inflicted intentionally (as in this instance it was not) and in malice or not. The law, as he had said, was strong enough to deal with it and would deal with it.

COMBATING DISEASE.

H.E. then went on to say a few words to the students. He was, he said, very glad to hear that to know the record was so good. He thought the figures that Dr. Freer read to them were very satisfactory indeed. What he wanted them to remember was that the course of study they were about to enter upon was not merely a course of study to enable them to earn a living, but was intended as a passport to membership of a very great profession ennobled by many instances of unselfish service with lofty ideals and high qualities, mental and moral, which a man could give. It demanded not only freshness and vigour of body, a steady hand and eye, infinite patience, keenest sympathy, all these qualities, but also courage. The soldier had time to think when and where he would meet the enemy. In the medical profession, the enemy was all round and everywhere. Everywhere in the world life preyed upon life and it was a duty and work of the medical profession to find out those forms of life and disease which preyed upon human life, and not only to cure disease, but to prevent it as far as possible, and to try the seeds, the beginnings, of the forms of life preying upon humanity. This was a warfare which required all the best qualities a man could bring to his service.

THE STUDENT'S OPPORTUNITIES.

He was sure that with the unselfish example set them by the medical profession there in Singapore they would start on their course with an excellent knowledge of what was expected in the discharge of the duties of this profession. He was sure they would realize the best hopes of the Government and community. It was to them that the Government looked especially. They themselves were of the East, and to them they looked to break down the walls of native prejudice and overcome this ignorance. They had access as the Western had not to the inmost household in the East, and it was a very real battle that would have to be fought, and he thought with the training they would acquire there they would go forth well equipped, and determined to win in the real spirit of the profession. And in a few years time they would overcome them and the community would reap the benefit by an increasingly healthy population, a diminishing death rate and improved conditions of life everywhere. He concluded by declaring with much pleasure the school open. (Applause.)

Mr. W. D. Barnes, on behalf of the Council, thanked H.E. for declining the school open. He had not only opened but founded it by his decision in the matter. They confidently hoped that when H.E. visited the school again he would find his confidence in the institution's success was justified. (Heard, hearing.)

Mr. Tan Thean Hock, representing the Penang Chinese community, seconded the vote, and the compliment having been accorded H.E. briefly returned thanks and expressed a cordial wish for the school's success.

The formal proceedings then closed, and light refreshment was dispensed to the company.

## BLAKE GARDEN.

The following regulations for the maintenance of good order and the preservation of property in Blake Garden have been made by H.E. the Governor in Council:—

No person shall pick or handle flowers or plants or do any injury to any plant or tree; no person carrying a load shall enter the garden; no public or private vehicles shall be allowed in the Garden except sedan chairs for the use of invalids, permits for which shall have been first obtained from the Superintendent of the Gardens, and permit holders; no person shall put his feet on the seats, nor lie upon any seat; no person shall cut or injure any fence or other property of the Government in the garden; no kites shall be flown in or from the garden; all persons using the garden shall conduct themselves in a quiet and orderly manner; and the Superintendent may close the garden or any portion thereof and grant admission thereto by ticket or otherwise on such occasions as may be approved by the Governor.

## PACIFIC CABLE.

LARGER SHARE OF AUSTRALIAN BUSINESS.

According to the report of the Pacific Cable Conference the cable traffic between Australia and the United Kingdom in 1904 totalled 2,784,220 words, the Eastern Extension Company getting the lion's share of the business—1,889,359 words. During the previous year 2,637,357 words were transmitted, of which the Eastern Company sent 1,824,307.

In view of the large loss at present made on the Pacific cable, the conference recommends that steps be taken by all legitimate means of business competition to secure a larger share of Australian business for the Pacific cable, and the suggestion is made that the board should be at liberty to negotiate by "amicable arrangement" with the Eastern Company, subject to the approval of the Governments in the partnership. The conference objects to the agreement made between the Commonwealth and the Eastern Extension Company (not yet ratified by Parliament) being for a period of more than 10 years.

## NEW ORDINANCES.

H.E. the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—

Ordinance No. 8 of 1905.—An Ordinance to apply a sum not exceeding Five million seven hundred and seventeen thousand two hundred and seventy-six Dollars to the Public Service of the year 1906.

Ordinance No. 9 of 1905.—An Ordinance to amend "The New Territories Land Ordinance, 1905."

Ordinance No. 10 of 1905.—An Ordinance relating to the Maintenance of Married Women deserted by their Husbands.

It is also notified that His Majesty the King has not been advised to exercise his power of disallowance with respect to the Ordinance to facilitate the transfer of land in the New Territories and for settling disputes in respect thereof and for other purposes.

## COMMERCIAL.

## WEEKLY SHARE REPORT.

In their report of 6th inst. Messrs. Benjamin, Kelly and Potts report:—

Apart from the improvement in Hongkong Banks and Langkats, there is very little change in rates to report since the issue of our last circular and only a moderate business has been transacted.

Banks.—Hongkong and Shanghai Banks strengthened after the settlement, and a few shares have changed hands at \$915. The London quotation has risen to £94. Nationals are unchanged.

Marine Insurances.—Canons have further improved and are in request at \$40 cash after sales at this price for end of the month. China Traders have been disposed of at \$80 and more shares are required for. Unions continue firm at \$80 and North China's are still wanted at \$15.82.

Fire Insurances.—China Fires have advanced to \$88 and are in demand. Hongkong Fires are offering at \$34.

Shipping.—Hongkong, Canton and Macao Steamboats have been dealt in at \$27 and closed with further sellers. Indo-China have ruled quiet and are obtainable at \$94. Shell Transports have inquiries at 215. In other stocks under this head, there is no alteration to report.

Refineries.—China Sugars are to be had at \$220. Luzons have been sold at \$154 and \$15, closing quiet.

Mining.—Chinese Engineerings have been looked at \$15. Chinese Engineers are quoted at \$18. London wires £3 15s. Paubs can be placed at \$33.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks are quieter at \$185. Farinams advanced to \$150 and were sold at this figure but have since reacted and now close with buyers at \$154. Kowloon Wharves have inquiries at \$104, and Hongkong Wharves remain in demand at \$154.

Lands, Hotels and Buildings.—Hongkong Lands have been done at \$26 Shanghai Lands have changed hands and can still be obtained at \$12. West Points are on offer at \$55, and Kowloon Lands continue in request at \$40. Hongkong Hotels are wanted at \$147. Astor House Hotels have been parted with at \$284, and \$28 at which latter rate more shares are required for. Sales of Hotel des Colonies are reported at \$17 and \$18 and there are further buyers at higher price. Humphreys Estates are firm at \$124 buyers.

Cotton Mills.—Ewos have risen to \$15.55 and are wanted. Quotations for other Northern stocks are:—Internationals \$14, Laou-Kung-Mows \$15 and Soy Chees \$15.20. Hongkong Cottons are neglected at \$14.

Miscellaneous.—Green Island Cements are in demand at \$28. China Providents have again been negotiated at \$9 and further shares are wanted. Electricies are inquired for at quotations. Business has been done in Dairy Farms at \$124. United Asbestos (ordinary) at \$9, A. S. Watsons at \$144 and William Powells at \$114. Langkats further improved and were sold at \$15.20, but towards the close the market is slightly weaker and shares are offering.

## YARN MARKET.

In their report, dated 6th instant, Messrs. Phiroze, B. Leitch and Co. write:—We have to report another fortnight of a quieter tone in our market for Indian Yarn, and prices in many instances show a decline of from fifty cents to two dollars per bale due to the extreme tightness of money amongst the Chinese. The interest charged by the Chinese bankers is too heavy; in some instances as much as about 17 per cent. per month, and this, coupled with the undue pressure on the part of some of the large importers who were eager sellers even at a good sacrifice owing to the heavy receipts from your side during the period, our market is greatly depressed. The Chinese dealers as well as speculators are unwilling to operate on a larger scale, but confine their purchases in selected threads to their actual requirements only, and in yarn for which they have made forward contracts. It is also reported that a good lot of their former forward purchases arrived per steamer *Callithers* and *Copri*. Looking to the unaltered stock in the hands of the Chinese dealers, we have no fear of a further decline in the near future.

A very moderate business, reported in No. 201, at last Mall's prices; the importers are not free sellers in this count as the stock of desirable threads is not much in first hands. The demand for Nos. 165 and 172 has somewhat slackened. Prices show little or no change.

Owing to the over-anxiety on the part of large importers to quit, and the fresh heavy receipts from your side, and the unsold stock in first hands, prices of No. 104 have declined from fifty cents to two dollars per bale, and even at this decline a moderate business is reported.

No business is reported in No. 84.

Some selected lots of No. 65, changed hands at a decline of about fifty cents per bale.

The market closes quiet. Sales during the past fortnight comprise of about 250 bales of No. 65; 3,650 bales of No. 102; 450 bales of No. 127; 475 bales of No. 167; and 600 bales of No. 202; in all about 5,475 bales.

Arrivals during the fortnight per steamers *Arratoon Apor* and *Kutang* (from Calcutta), and *Callithers*, *Copri*, and *Coromandel* (from Bombay), of about 22,750 bales, for this port, and about 5,975 bales for Shanghai.

Shipments to Shanghai and the Northern Ports about 2,500 bales.

The Unsold Stock is estimated at about 47,000 bales.

Local Mill:—No sales reported.

Japanese Yarn:—No sales reported.

Exchange:—We quote to-day an Indian at Rs. 145 1/2 per cent.; London at 11 1/2 1/16; Shanghai at 71 1/2. Silver 28 1/2.

## SHANGHAI SHARE MARKET.

Advices from Shanghai, dated 3rd October, state:—Business reported:—Internationals at \$45. Chinese Engineering and Mining Co., at \$15. Langkats at \$15.25/250/251 for October, 265 for December. Colonies at \$15.181.

Business done direct:—Yangtze Wharves at \$15. Indo-China at \$15.72 for December. Farnham, Boyds at \$15.149 for October. Langkats at \$15.250 cash, and \$15.255 for October, and \$15.266/267/268/269 for December. Colonies at \$15.19 for November.

## TODAY'S EXCHANGE.

Selling.	
1000s—Bank T.T.	11 5/16
Do. Demand	11 1/16
Do. 4 months' sight	11 1/16
France—Bank T.T.	2.44
America—Bank T.T.	47 1/2
Germany—Bank T.T.	1.98
India T.T.	1.45
Do. Demand	1.45
Shanghai—Bank T.T.	71 1/2
Singapore T.T.	2 1/2 prem.
Cable—Bank T.T.	93 1/2
Java—Bank T.T.	110 1/2
Buying.	
1 months' sight L/C	11 13/16
3 months' sight L/C	11 15/16
30 days' sight San Francisco & New York	47 1/2
1 months' sight do.	48 1/2
30 days' sight Sydney and Melbourne	2/10 1/16
4 months' sight France	2.49 1/2
1 months' sight do.	2.51
4 months' sight Germany	2.03 1/2
for Silver	28 7/16
Bank of England rate	2 1/2
Sovereign	10 1/4

## OPIUM QUOTATIONS.

To-day's quotations are as follows:—	
	Per picul
Malwa New	@ 1,080
Old	@ 1,150
Older	@ 1,240
Oldest	@ 1,300
Per chest	
Malwa New	@ 1,024
Old	@ 1,135
Older	@ 1,275
Oldest	@ 1,305
Persian (Paper)	—

## To-day's Advertisements.

## HONGKONG BENEVOLENT SOCIETY.

## GRAND PROMENADE CONCERT.

on the

VOLUNTEER PARADE GROUND,

(Near Tramway Station),

Kindly let us on this occasion,

TO-NIGHT,

(SATURDAY), 7th October, 1905, at 9 15 P.M.

Tickets ..... \$1 and \$1.  
Can be obtained from the Volunteer Band  
Quarters, near the Hongkong Club, or  
from the Committee of the  
Hongkong Benevolent Society,  
Hongkong, 7th October, 1905. [930]

## HONGKONG CORINTHIAN YACHT CLUB.

## THE ANNUAL GENERAL MEETING

of the above Club will be held at 35, Queen's Road Central (1st floor), on MONDAY, the 9th instant, at 6 P.M.

Hongkong, 7th October, 1905. [907]

## KOWLOON CRICKET CLUB.

## THE ANNUAL GENERAL MEETING

OF THE MEMBERS of the above Club will be held in the Seamen's Institute, on SATURDAY, the 14th October, 1905, at 8.30 P.M.

By Order of the Committee,  
H. GOYNE-STEVENS,  
Hon. Secretary, Kowloon C.C.

Hongkong, 7th October, 1905. [998]

## FOR SHANGHAI, YOKOHAMA AND KOBE.

## THE Steamship

"RHACTIA,"

Captain J. Behrens, will be despatched for the

above Ports, on SUNDAY, the 15th instant, at 5 P.M.

The Steamer has splendid accommodation for First-class Passengers and carries a duly qualified Doctor.

HAMBURG-AMERICA LINE,  
Hongkong Office.

Hongkong, 7th October, 1905. [996]

## THE HONGKONG FROZEN

## FOOD SUPPLY.

ON and after MONDAY, the 18th

September, 1905, the DEPOT in WYNDHAM

STREET (DAIRY FARM DEPOT) will

open at 6.00 A.M. instead of 6.30 A.M.

Hongkong, 7th October, 1905. [49]

## Intimations.

THE

## ROBINSON PIANO COMPANY, LD.

## PRACTICAL

## PIANO

## EXPERTS.

MANUFACTURERS, TUNERS

AND

REPAIRERS.

## PIANOS

AND

## ORGANS

RENOVATED, REBUILT,

AND

REPOLISHED

BY

COMPETENT WORKMEN.

ESTIMATES FREE.

## "OWN MAKE"

## PIANOS



Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUK
GLASGOW AND LIVERPOOL	"CALCHAS"	11th October.
GLASGOW AND LIVERPOOL	"DEUCALION"	24th "
GLASGOW AND LIVERPOOL	"PINGSUEY"	31st "
GLASGOW AND LIVERPOOL	"WENLAUS"	7th November.
GLASGOW AND LIVERPOOL	"HECTOR"	14th "
GLASGOW AND LIVERPOOL	"GLAUCUS"	21st "

S.S. "Calchas" left Singapore at daylight on the 6th inst., and is due here on the 11th.

HOMeward.

FOR	STEAMERS	TO SAIL
*GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	15th October.
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	24th "
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	31st "
*GENOA, MARSEILLES & L'POOL	"CHINGWO"	15th "
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	21st "

\* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH  
THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON PORTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KUBE and YOKOHAMA	"PINGSUEY"	31st October.
	"OANFA"	30th November.

WESTWARD.

FROM	STEAMERS	DUK
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KEEMUN"	24th October.
	"MACHAON"	3rd November.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 7th October, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"TAIYUAN"	9th October.
SWATOW, CHEFOO, NEWCHANG and TIENTSIN	"KANSU"	10th "
MANILA	"TAMING"	10th "
AMOI, MANILA, ILOILO and CEBU	"BUNGIANG"	11th "
SHANGHAI	"LINAN"	12th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE	"CHINGTU"	16th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.

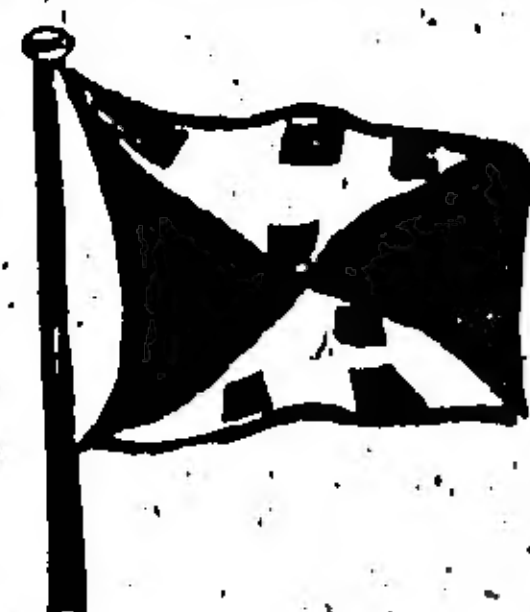
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 7th October, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon and ships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Nottley	AMOI AND MANILA	FRIDAY, 13th Oct., at 4 P.M.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 21st Oct., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 7th October, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"ALSTON"	30th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 18th September, 1905.

BOO CHEONG,  
STATIONER AND PAPER MERCHANT,  
No. 20, Pottinger Street.

HAS always on hand all varieties of  
Stationery, Printing and Note Paper.  
Copying, Presses, also Automatic Cyclopedia  
and Kilmee Duplicator.  
Hongkong, 13th February, 1905.

TSANG FOO & CO.,  
COAL MERCHANTS AND STEVEDORES,  
48, DES VOUX ROAD.

SHIPS Coaled from alongside at the shortest  
notice, and with all possible despatch.  
Prices Moderate. Telephone No. 320.  
Hongkong, 1st October, 1905.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain T. AUSTIN, R.N.A.

THIS Steamer departs from Hongkong on  
Week Days, at 7.30 A.M. and on Sun-  
days at 8.30 A.M. Departs from Macao on Week  
Days at 2.30 P.M. and on Sundays at 3.30 P.M.,  
if tide permits.  
FARES.—Week Days, 1st Class, including  
Cabin and servant, Single \$3; Return Ticket,  
\$5; 2nd Class, \$2; 3rd Class, 30 cents.  
Every Sunday will be an Excursion, at the  
following rates:—1st and 2nd Class, Single  
Ticket, \$1; Return, \$2; 3rd Class, Single, 30  
cents; Return, 50 cents; Stowage, 10 cents.  
Breakfast, Tiffin and Dinner can be supplied  
either on Board, or at the Macao Hotel, for  
returning passengers only, at an extra charge  
of \$2.  
On Sundays, passengers desiring to have a  
Private Cabin which has accommodation for  
two or more passengers, will be charged \$5  
extra.  
First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.  
The Steamer is lit throughout by Electricity.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.

On Sundays, passengers desiring to have a  
Private Cabin which has accommodation for  
two or more passengers, will be charged \$5  
extra.  
First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.  
The Steamer is lit throughout by Electricity.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW".....1,300 T. R. MEAD.  
"KWONG TUNG".....1,350 H. W. WALKER.  
Leave Hongkong for Canton at 9 every  
evening (Saturday excepted).  
Leave Canton for Hongkong about 5.30  
o'clock every evening (Sunday excepted).  
These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity. Electric Fans  
in First Class Cabins.  
Passage Fare—Single Journey...\$4  
Meals.....\$1 each.  
The Company's Wharf is a short distance  
West of the Harbour Master's Office.  
SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 23rd August, 1905.

Passage Fare—Single Journey...\$4  
Meals.....\$1 each.  
The Company's Wharf is a short distance  
West of the Harbour Master's Office.  
SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On  
S'GAPORE, PENANG & CALCUTTA.....KUTSANG.....TUESDAY, 10th Oct., 3 P.M.  
S'GAPORE, SRABAYA & SAMARANG.....HINSANG.....WEDNESDAY, 11th Oct., 3 P.M.  
SHANGHAI VIA SWATOW.....CHOY-SANG.....WEDNESDAY, 11th Oct., 5 P.M.  
MANILA.....YUENSANG.....FRIDAY, 13th Oct., 4 P.M.  
TIENTSIN.....ESANG.....TUESDAY, 14th Oct., 3 P.M.  
\* These Steamers have superior accommodation for First-Class Passengers, and are fitted  
throughout with Electric Light.  
† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.  
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 7th October, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail at Daylight on
"ARABIA"	4,483	Metzenstein	November 7th, 1905
"ARAGONIA"	5,198	Ernst	November 20th, "
"NICOMEDIA"	4,370	Wagemann	December 22nd, "
"NUMANTIA"	4,370	Feldmann	January 7th, 1906

The S.S. "Arabia" left Portland on October 1st, and is expected to arrive here on 2nd November.  
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canal and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

S. SILVERSTONE, Acting General Agent

BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR AMOI, STRAITS AND RANGOON.  
THE Company's Steamship

"ZIBENGHLA,"  
Captain F. W. Packham, will be despatched as  
above, TO-MORROW, the 8th inst., at Daylight.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 7th October, 1905.

EXCURSION TRIP TO MACAO.

S.S. "KWONG CHOW"  
Will leave Hongkong every SATUR-  
DAY, at 6 P.M., and return from Macao  
at 10 A.M. on SUNDAY.  
Passengers desiring to remain longer in  
Macao may return by the S.S. "KWONG  
TUNG" which will leave Macao on Sunday at  
9 P.M.  
Fares:—1st class single \$1.50 with Cabin \$2.00  
return 2.00 " 3.00  
2nd class single 1.00 " return 1.50  
S.S. "KWONG TUNG"  
Will leave Hongkong every SUNDAY,  
at 8.30 A.M., and return from Macao  
at 9 P.M.  
Fares:—1st class single \$1.00 with Cabin \$2.00  
return 2.00 " 3.00  
2nd class single 80 cents, return 1.50  
Breakfast, Tiffin and Dinner \$1 each.  
The Wharf in Hongkong is a short distance  
West of the Harbour Master's Office.  
For further Particulars, apply to the  
SHIU ON S.S. CO., LD.,  
AND  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West, or to  
Messrs. HERBERT DENT & Co.,  
Agents,  
Canton and Macao.  
Hongkong, 28th September, 1905.

"DEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.  
THE Steamship

"BENCLEUCH"  
Capt'n Reid, will be despatched as above, on or  
about MONDAY, 9th October.  
For Freight, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 6th October, 1905.

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND  
PENANG.

Having connection with Company's Mail  
Steamers to ADEN, SUEZ, PORT SAID,  
MESSINA, NAPLES, LEGHORN  
and GENOA.

VENICE and TRIESTE, all MEDITER-  
RANEAN, ADRIATIC, LEVANTINE,  
and SOUTH AMERICAN PORTS,  
up to CALAO.

(Taking Cargo at through Rates to PERSIAN  
GULF and BAGDAD, also BARCE-  
LONA, VALENZA, ALICANTE,  
ALMERIA and MALAGA).

THE Steamship

"CAPRI,"  
Captain Belsito, will be despatched as above,  
on THURSDAY, the 12th inst., at Noon.  
At BOMBAY, the Steamer is discharging in  
Victoria Dock.  
For further Particulars regarding Freight  
and Passage, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 9th October, 1905.

HONGKONG AVERAGE MARKET  
PRICES.

Corrected 6th October, 1905, per \$ Man

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	20
" Corned—Ham Ngau Yuk	20
" Roast—Shiu	20
" Breast—Ngau Lam	15
" Soup, Tong Yuk	18
" Steak—Ngau Yuk Pa	20
" Serjoin—Ngau Lam	30
" Sausages—Ngau Yuk Chung	26
Bullock's Brains—Khow	10
" Tongue fresh—Ngau Li	50
" Corned—Ham Ngau Li	60
" Head—Ngau Tau	60
" Heart—Ngau Sum	12
" Hump—Salt—Ngau Kin	20
" Feet—Ngau Kerk	8
" Kidneys—Ngau Yiu	11
" Tail—Ngau Mei	12
" Liver—Ngau Con	18
" Tripe (undressed)—Ngau To	6
Calves' Head and Feet—Ngau-chai- tan-koek	80
Mutton Chop—Yeung Pui Kwat	25
" Leg—Yeung Pui	21
" Shoulder—Yeung Shau	22
Pigs' Chittlings—Chi cheong	24
" Brains—Chi Khow	12
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	16
" Heart—Chi Sum	8
" Kidneys—Chi Yiu	8
" Liver—Chi Kon	25
Pork, Chop—Chi Pui Kwat	35
" Corned—Ham Chu Yuk	—
" Leg—Chu Pui	24
" Fat or Lard—Chu Yau	15
Sheep's Head and Feet—Yeung Tau	—
Keok	55
" Heart—Yeung Sum	—
" Kidneys—Yeung Yiu	10
" Liver—Yeung Con	16
Sucking Pigs, To Orler—Chu Chai	24
Suet, Beef—Sang Ngau Yau	16
" Mutton—Sang Yeung Yau	22
Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	15

POULTRY.

Chicken—Kai Chai	27
Capon, Large, Small—Sin Kai	30
Ducks—Ap	18
Doves—Pao Kau	each
Eggs, Hen—Kai Tan	20
Fowls, Canton—Kai	30
" Hainan—Hoi Nam Kai	24
Geese—Ngo	24
Geese, Wild Shanghai—Sheung Hoi Ye	—
Ngo	pair
Musk Deer—Wong Keng	each \$
Hare—Tu Chai	—
Partridge—Che Khoo	—
" Pheasant—Shan Kai	pair
Pigeons, Canton—Pak Kup	each
" Hoihow—Hoihow Pak Kup	22
Quail—Um-Chun	—
Rice Birds—Wo Fa Cheuk	dozen
Snipe—Sa Chui	each
Turkeys, Cock—Fo Kai Kung	60
" Hen—Na	45
Wild Ducks, Shanghai, Sulap	pair
Teal, Shanghai, Sulap	each
Wild Ducks, Canton—Sang Shing Sui	—
Ap	per pair

FISH.

Harbel—Ka Yu	13
Bream—Bin Yu	13
Canton Fresh Water Fish—Hoi Bin Yu	11
Carp—Li Yu	15
Catfish—Chik Yu	10
Codfish—Nun Yu	15
Crabs—Hoi	14
Cuttle Fish—Muk Yu	14
Halibut—Sung Yu	14
Pace—Wong Mei Lun	10
Dog Fish—Thi Tu Sa	8
Pels, Congor—Hoi Man Yu	14
" Fresh water—Tam Sui Yu	24
" Yellow—Wong Sin	28
Frogs—Tien Kai	32
Grouper—Sek Pan	55
Gudgeon—Pak Kup Yu	11
Herrings—Tao Pak	28
Halibut—Cheung Kwan Yu	20
Loach—Wong Fa Yu	18
Loach—Wu Yu	20
Loach—Lung Ha	23
Mackerel—Chi Yu	24
Monk Fish—Mon Yu	24
Mullet—Chai Yu	23
Oysters—Sang Hoi	20
Parrotfish—Kai Kung Yu	15
Perch—Tau Lok	14
Pike—Pa Pao Poong	8
Plaice—Pao Yu	16
Pomfret, Black—Hak Chong	28
Pomfret, White—Pak Chong	28
Prawns—Kung Ha	40

Ray—Pal Pa Sa	9
Rock Fish—Sek Kau Kung	18
Roach—Chun Yu	28
Salmon, (Cton), fresh water—Ma Yan	32
Yu	32
Shark—Sa Yu	9
Skate—Po Yu	10
Shrimps—Ha	18
Snapper—Lap Yu	24
Soles—Tat Sa Yu	24
Tench—Wan Yu	13
Turbot—Cho Hoi Yu	18
Turtles, small, fresh water—Kook Yu	60
White Bait—Ngau Yu Chai	—

FRUITS.

Almond—Hung Yan	20
Apples, (California)—Kam San Ping	—
" Ko	—
" (Chafoo)—Tin Chun Ping	15
" Ko	15
" Small—Hoi Tong	10
" Custard—Fai Lai Chi	7
Bananas, fragrant, Canton—Sang Sheng	8
" Heung Chiu	10
" (brides), Macao—San Heung Chiu	10
Chestnuts, Chinese—Foong Lut	15
Carambola—Yeung Tou	15
Cocoanuts—Yeh Tai	9
Grapes—Sin Tai Tai	—
Lemons, China—Ning Moong	8
" Amer.—Kum San Ning Moong	5
Lichees, Dried—Lai Chi Con	—
" Fresh, Lai Chi	—
Limes, (Saigon)—Sai Kung Ning	6
Moong	each
Mango, Manila—Lui Sung Moong	—
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Tai	—
Oranges, (Canton)—Sang Sheng Tim	6
" Chang	—
" Small—Tai Kut	—
" Mandarin—Tim Kut	—
Olives—Pak Lam	8
Pears, (American)—Kam San Shut Li	10
" (Canton), Cooking—Sa Li	—
" (Shanghai)—Sheung Hoi Li	12
Peanuts—Fa Sang	15
Perseimons Large—Hung Chie	10
Pine-apples, 1st quality—Sheung Poon	—
" 2nd quality—Sheung Poon	—
" Paw-law	each
" and coking—Chung-tang	—
Paw-law	—
Platams—Tai Chou	3
Plums, Swatow—Hung Lai	—
Pumelo, Siam—Chim Lo Yau	10
Walnuts, Hop Tou	15
" Green—Sang Hop Tuo	—

VEGETABLES, &c.

18	Artichokes, Shanghai—Sheung Hoi Ab	
15	Chi Chauk	—
	Beans, (French), Macao—Oh Moon Pin	—
	Tau	—
	Beans, (French), Shanghai—Sheung Hoi	—
	Pin Tau	—
27	Beans, Sprout—Ah Choi	2
30	Beans Long—Tau Kok	6
18	Beet Root—Lung Choi Tau	each
	Brinjals, Green—Cheng Yuen Ker	4
20	Brinjals, Red—Lung Ker	3
30	Brassica—Pak Choi	3
	Bamboo Shoots—Chouk Shun	7
24	Cabbage, Chinese, com.—Kai Choy	4
	Cabbage Root—Kai Lan Tau	each
	Cabbage, (Shanghai)—Yeh Choi	3
	Cane Shoots, bunch—Kau Shun	1
5	Cauliflower, Large size—Tai Yeh Choi	—
	Fa	—
	Cauliflower, Medium size—Cheung Yeh	—
	Choi-fa	—
	Cauliflower, Small size—Sai Yeh Choi-fa	—
25	Carrots—Kam Shun	14
	Celery, Chinese—Tong Kai Choy	15
	Celery, English—Yeung Kan Choi	—
35	Celery, White—Pak Yeung Kan Choi	—
24	Chilies Dried—Con Lai Chiu	—
60	Red—Hung Fa	6
45	Green—Cheng Lai Chiu	5
	Curry Stuff, English—Ka Lee Choi Liu	5
75	Cucumbers—Cheng Kwa	5
	Bitter Squash—Fu Kwa	3
	Garlic—Suen Tau	5
	Ginger, young—Sun Tsu Keung	3



\* Flagship of Vice-Admiral Richard, Commander-in-Chief,  
\* Flagship of Rear-Admiral de Figueiredo, Second-in-Command



## Intimation.

## THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OPENS AT 4 A.M.

The following are in stock:

PRIME AUSTRALIAN BEEF, MUTTON, LAMB, PORK. DAIRY FARM FED PORK.

Bacon, Best Wiltshire ..... \$5.70 per lb.  
 "Carro" Meat Extract, 2 oz ..... 0.70 per pot.  
 "do" "do" 4 oz ..... 1.35  
 Ducks, Local (dressed) ..... 0.65 each  
 Fish, Fresh Canadian Salmon ..... 0.60 per lb.  
 Fish, Australian Smoked Mullet ..... 0.60  
 Fish, "do" Schnapper ..... 0.65  
 Geese, Local (dressed) ..... 1.50 each  
 Hares, Australian 1st Grade ..... 1.40  
 Ham, Best York ..... 0.70 per lb.  
 Ham, Australian, "Pineapple" Brand ..... 0.60  
 (2 cts. extra per lb. for Ham if cut).  
 Kidneys, Australian Sheep ..... 0.05 each  
 Lemons, Australian ..... 48 cts. & 60 cts. per doz.  
 Oysters, American (large size, in tins) ..... 1.50 per tin  
 Oysters, Australian (in bottles of 24 and 5 doz.) ..... \$1.25 & \$2.50  
 Pigeons, Local ..... \$0.25 each  
 Rabbits, Australian 1st Grade ..... 0.65  
 Sausages, Australian Fritz ..... 0.63 per lb.  
 Sausages, Own Make (of Australian Mutton) ..... 0.35  
 Tongues, Australian Sheep ..... 0.20 each  
 Turkeys, Choice Australian (plucked) ..... 0.60 per lb.

**SPECIAL NOTE.**  
 Orders required to be filled in the Early Morning should be sent in before 3.30 P.M. the previous day.  
 Orders for NOON should be sent in by 8.00 A.M. the same day.  
 Orders for 3.30 P.M. should be sent in by NOON the same day.  
 Hongkong, 6th October, 1905. [988]

## Mail.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR  
 AUSTRALIA, CEYLON, AUSTRALIA, INDIA,  
 ADEN, EGYPT, MEDITERRANEAN  
 PORTS, PLYMOUTH AND  
 LONDON.

(Through Bills of Lading issued for HATIAVA,  
 PERSIAN GULF, CONTINENTAL AMERICA  
 AND SOUTH AFRICAN PORTS.)

## THE Steamship

"CHUSAN,"  
 Captain H. W. Kenrick, R.M.R., carrying His Majesty's Mail, will be despatched from this for HONGKONG, on SATURDAY, the 11th October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Britannia*, 6,525 tons, from Colombo; Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Moldavia*, due in London on the 22nd December. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to  
 L. S. LEWIS,  
 Acting Superintendent.

Hongkong, 7th October, 1905.

## Mails.

## MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

## The S.S. "CALEDONNIEN."

Captain Gregor, will be despatched for MARSEILLES on TUESDAY, the 12th October, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. *Australien* bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—  
 S.S. *OCERANIE* ..... 31st October.  
 S.S. *SALAZIE* ..... 14th November.

G. DE CHAMPEAUX,  
 Agent.

Hongkong, 4th October, 1905. [7]

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
 NORTHERN PACIFIC RAILWAY  
 COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
 VICTORIA, B.C., AND TACOMA,  
 VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Shawmut</i> .....	9,606	E. V. Roberts	19th Oct.
<i>Hyades</i> .....	3,753	G. W. Wright	19th Nov.
<i>Tremont</i> .....	9,606	T. W. Gaffney	24th Nov.
<i>Lynn</i> .....	4,417	G. V. Williams	9th Dec.
<i>Flinders</i> .....	3,753	F. G. Purinton	29th Dec.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
 ATTENDANCE AND CUISINE, ELECTRIC  
 LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to  
 DODWELL & CO., LIMITED,  
 General Agents.

Queen's Buildings,  
 Hongkong, 4th October, 1905. [8]

## ACHEE &amp; CO.

ESTABLISHED 1859.

## FURNITURE

## DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&amp;c., &amp;c., &amp;c.

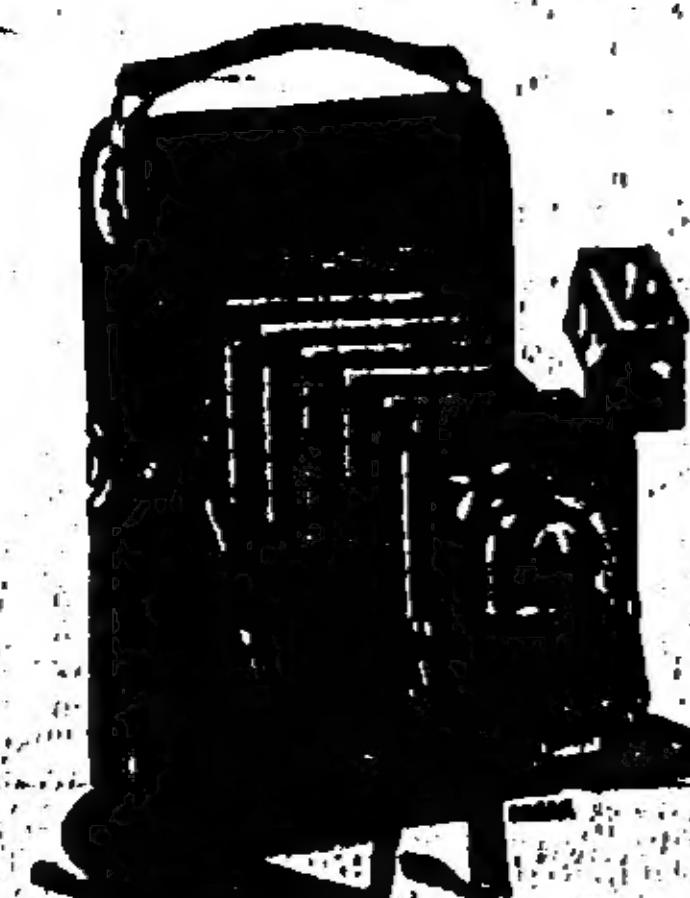
EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.  
 Hongkong, 16th May, 1907.



## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY &amp; PORTER. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROPRIATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation .....	20,000	\$125	\$125	\$1,000,000 \$3,500,000 \$250,000	\$1,702,728	\$1 15/- @ exchange 1/10 = \$18.66 67/100 for first half-year 1905 .....	4 1/2 %	\$9 1/2 London 64 3/8 buyers
National Bank of China, Limited .....	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1905 .....	...	\$38 buyers
(MARINE INSURANCES)								
Canton Insurance Office, Limited .....	10,000	\$250	\$50	\$1,400,000 81,730	\$150,494	\$17 for 1905 .....	5 %	\$340 buyers
China Traders' Insurance Company, Limited .....	24,000	\$83.33	\$25	\$950,000 \$151,002 \$362,166 \$371,445	Nil.	\$4 1/2 for year ended 30.1.1904 .....	5 1/2 %	180 buyers
North China Insurance Company, Limited .....	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7 1/2 1904 .....	8 %	Tls. 80 buyers
Union Insurance Society of Canton, Limited .....	10,000	\$250	\$100	\$1,850,000 20,000 \$172,740 \$803,111 \$84,771	\$2,078,997	\$35 for 1905 .....	4 1/2 %	\$780 buyers
Yangtze Insurance Association, Limited .....	8,000	\$100	\$60	\$750,000 \$5,800 \$1,000,000	\$486,284	\$12 and \$3 special dividend for 1905 .....	8 1/2 %	\$172 1/2
FIRE INSURANCES.								
China Fire Insurance Company, Limited .....	20,000	\$100	\$20	\$218,991 \$2,241	\$329,042	\$6 dividend & \$1 bonus for 1905 .....	8 %	\$88 buyers
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	\$1,200,505	\$360,372	\$34 for 1905 .....	10 %	\$340 sellers
SHIPPING.								
China and Manila Steamship Company, Limited .....	30,000	\$25	\$25	\$5,000 \$261,638 \$88,941	\$8,834	\$2 for 1904 .....	5 1/2 %	\$18
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	\$350,000 \$40,000 \$43,116 \$145,376 \$100,000	Nil.	\$3 1/2 for year ended 30.6.1905 .....	10 1/2 %	\$32
Hongkong, Canton & Macao Steamboat Co., Ltd. ....	80,000	\$15	\$15	\$600,000 \$145,376 \$100,000	18 0/4	\$1 for first half-year 1905 .....	7 1/2 %	\$27 sellers
Indo-China Steam Navigation Company, Limited .....	10,000	£10	£10	\$241,119 £1,099	£44,435	12 1/2 @ 1/10 = \$6.25 1/10 for 1904 .....	6 1/2 %	\$93 sales
Shanghai Tug and Lighter Company, Limited .....	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Interim of Tls. 2 for 1905 .....	2 1/2 %	Tls. 50
"Shell" Transport and Trading Company, Limited .....	100,000	£1	£1	\$400,000 \$43,116 \$24,257	\$58,852	Interim of Tls. 1 1/2 for 1905 .....	8 %	Tls. 47 1/2
"Star" Ferry Company, Limited .....	10,000	\$10	\$10	\$24,257	\$929	\$1.80 for year ending 30.1.1905 .....	6 1/2 %	\$33 sellers
Straits Steamship Company, Limited .....	5,000	\$100	\$100	\$400,000 \$21,775 \$30,153	\$21,231	\$10 for 1904 .....	7 %	\$14 1/2 buyers
Taku Tug and Lighter Company, Limited .....	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 194,479 Tls. 28,000 Tls. 81,200	Tls. 4,333	Interim of Tls. 2 for 1905 .....	13 1/2 %	Tls. 29 sales
REFINERIES.								
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	\$450,000 \$10,000	\$42,812	Interim of \$10 for 1905 .....	10 1/2 %	\$229 sellers
Luxon Sugar Refining Company, Limited .....	7,000	\$100	\$100	none	Dr. \$85,087	\$3 for 1897 .....	...	\$15
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04 .....	3 1/2 %	Tls. 68
MINING.								
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	£1	£1	\$10,000 £12,283	£7,820	Interim of 1/- (No. 4) .....	...	Tls. 10 sellers
Criental Consolidated Mining Company, Limited .....	500,000	G. \$10	G. \$10	none	G \$672,093	Interim of 50 cents (gold) for 1905 (No. 5) .....	...	G \$18
Laub Australian Gold Mining Company, Limited .....	150,000	£1	£1	\$1,875	Dr. £8,745	No. 12 of 1/- = 48 cents .....	...	\$3 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Farnham (S. C.) Boyd & Co., Limited .....	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,024	Final of Tls. 8 making Tls. 13 for 1904/5 .....	9 %	Tls. 146 buyers
Fenwick (Gen.) & Co., Limited .....	17,000	\$25	\$25	\$76,000	\$8,577	\$3.75 for 1904 on old capital .....	7 1/2 %	\$25 sales
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	40,000	\$50	\$50	\$250,000 \$58,473 \$10,000 \$300,000	\$29,422	Interim of \$2 1/2 for 1905 .....	4 1/2 %	\$105
Hongkong and Whampoa Dock Company, Ltd. ....	10,000	\$50	\$50	\$500,000	\$501,333	\$6 for first half-year 1904 .....	7 %	\$185
New Amoy Dock Company, Limited .....	6,000	\$60	\$60	\$360,000	\$480	\$1 1/2 for 1905 .....	7 %	\$17 1/2 buyers
Shanghai and Hongkew Wharf Company .....	32,000	Tls. 100	Tls. 100	Tls. 3,200,000	Tls. 10,711	Interim of Tls. 6 for 1905 .....	6 1/2 %	Tls. 18 1/2 buyers
Yangtze Wharf and Godown Company, Limited .....	2,500	Tls. 100	Tls. 100	Tls. 250,000	Tls. 2,762	Tls. 18 for 1904 .....	9 1/2 %	Tls. 192 1/2
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	\$1,451,116 Tls. 34,000	\$9,028	\$2 1/2 for year ended 30.6.1905 .....	9 %	\$28 buyers
Astor House Hotel, Limited (Tientsin) .....	2,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 806	Final of Tls. 5 making Tls. 9 .....	6 1/2 %	Tls. 135
Central Stores, Limited .....	6,000	\$15	\$15	\$90,000	\$1,502	Final of 60 cents making \$1.50 for 1904 .....	12 %	\$15
Do. (Founders) .....	123	\$15	\$15	\$1,845	...	None .....	7 1/2 %	\$7
Do. (New Issue) .....	24,000	\$15	\$15	\$360,000	\$10,126	Preferential of 7 per cent for 1904 .....	6 1/2 %	\$147 buyers
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	\$600,000 \$31,877	\$31,877	\$5 for first half-year 1905 .....	5 1/2 %	\$126
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	\$100	\$100	\$5,000,000	\$37,875	Interim of \$3 1/2 for 1905 .....	5 1/2 %	Tls. 18 buyers
Hotel des Colonies Company, Limited (Shanghai) ..	9,000	Tls. 25	Tls. 25	Tls. 22,500	Tls. 7,202	Tls. 2 1/2 for the year ending 31.3.1905 .....	14 %	\$105 sellers
Hotel Metropole Company, Limited .....	2,000	\$100	\$100	\$200,000	First year	Interim of \$4 .....	...	...
Humphreys Estate & Finance Company, Limited .....	150,000	\$10	\$10	\$1,500,000	\$11,958	90 cents for 1904 .....	7 1/2 %	\$12 1/2 buyers
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	none	\$377	\$3 for 1904 .....	7 1/2 %	Tls. 40 buyers
Shanghai Land Investment Company, Limited .....	62,000	Tls. 50	Tls. 50	Tls. 3,100,000	Tls. 49,066	Interim of Tls. 3 for 1905 .....	6 1/2 %	Tls. 122 sellers
Tientsin Hotel des Colonies, Limited .....	1,400	Tls. 50	Tls. 50	Tls. 70,000	Tls. 725	Interim of Tls. 3 for 1905 .....	12 %	Tls. 45
Tientsin Land Investment Company, Limited .....	7,726	Tls. 100	Tls. 100	Tls. 772,600	Tls. 725	Interim of Tls. 3 for 1905 .....	6 %	Tls. 115 buyers
West Point Building Company, Limited .....	12,500	\$50	\$50	none	\$1,247	Interim of \$1 1/2 for 1905 .....	6 1/2 %	\$54
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd. ....	15,000	Tls. 50	Tls. 50	none	Tls. 12,844	Tls. 4 for year ended 31.10.1905 .....	7 1/2 %	Tls. 55 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	\$1,250,000	\$23,264	\$1 for the year ending 31.7.05 .....	7 %	\$14 1/2 buyers
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 13,629	Interim of 3 s/c 1898 .....	...	Tls. 44 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd. ....	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 s/c 1898 .....	...	Tls. 50 sellers
Soy Chee Cotton Spinning Company, Limited .....	2,000	Tls. 500	Tls. 500	Tls. 1,000,000	Tls. 12,050	4 % for 1897 .....	...	Tls. 260
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited .....	4,000	\$100	\$100	none	...	First year .....	...	\$105
Cell's Asbestos Eastern Agency, Limited .....	8,604	12/6	12/6	\$114	\$770	15 per share for 1904 .....	...	\$7 buyers
Campbell, Moore & Co., Limited .....	1,200	\$10	\$10	\$12,000	\$1,182	\$2 for 1904 .....	8 1/2 %	\$178 sellers
China-Borneo Company, Limited .....	60,000	\$12	\$12	Tls. 720,000	Nil.	\$1 for 1904 .....	8 1/2 %	Tls. 80 buyers
China Flour Mill Co., Limited .....	4,000	Tls. 50	Tls. 50	none	Tls. 718	Interim of Tls. 5 for 1905 .....	...	\$10
China Light and Power Company, Limited .....	50,000	\$10	\$10	\$500,000	\$1,730	None .....	9 %	\$0 buyers
China Provident Loan & Mortgage Company, Ltd. ....	100,000	\$10	\$10	\$1,000,000	\$1,581	80 cents for 1904 .....	...	\$172 sales
Dairy Farm Company, Limited .....	25,000	\$7 1/2	\$6	\$1,875	...	\$1 1/2 for year ending 31.7.1905 .....	...	\$28 buyers
Green Island Cement Company, Limited .....	150,000	\$10	\$10	\$1,500,000	\$9,054	\$2 for 1904 .....	7 %	\$28 buyers
Hall & Holtz, Limited .....	21,000	\$10	\$10	\$210,000	\$7,551	Final of \$1 making \$2 1/2 .....	9 1/2 %	\$17 sellers
Hongkong & China Gas Company, Limited .....	7,000	£10	£10	\$70,000 £35,394 £35,000	£8,188	£1 div. and 1/- bonus for 1904 .....	7 %	\$173 buyers
Hongkong Electric Company, Limited .....	30,000	\$10	\$10	none	\$2,151	\$1.00 for year ending 30.1.1905 .....	6 1/2 %	\$15 buyers
Hongkong High-Level Tramways Company, Ltd. ....	1,250	\$100	\$100	\$125,000	\$2,706	50 cents for year ending 30.1.1904 .....	5 1/2 %	\$15 buyers
Hongkong Ice Company, Limited .....	5,000	125	125	\$600,000	\$3,355	Interim of \$4 for 1905 .....	7 %	\$15 buyers
Hongkong Rope Manufacturing Company, Ltd. ....	10,000	\$50	\$50	\$500,000	\$11,137	\$10 for 1904 .....	7 %	\$15 buyers
Hongkong Steam Waterboat Company, Limited .....	15,000	\$50	\$50	\$750,000	\$200	Interim of 50 cents 30.9.04 .....	13 1/2 %	\$14 sales
Jane, Crawford & Co., Limited (Shanghai) .....	2,500	\$100	\$100	\$250,000	\$11,582	Final of \$9 making \$14 for 1904 .....	9 1/2 %	\$145 sales
Maatschappij tot Mijn- Bosch en Landbouw te ploitatie in Langkat, Limited .....	25,000	Gs. 100	Gs. 100	Tls. 25,000 Tls. 19,465	Tls. 19,465	3rd quarterly of Tls. 2 1/2 paid 15.005 mak- ing 50 for Tls. 15 for 1905 .....	...	Tls. 250 sellers
Mondon (E. L.) Limited .....	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 117,638	Tls. 5 for 1905 .....	...	Tls. 25
Philippine Company, Limited .....	67,500	\$10	\$10	none	...	First year .....	...	\$7
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd. ....	1,300	\$50	\$50	none	Dr. \$5,537	None .....	...	\$50
Shanghai Gas Company, Limited .....	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172	Tls. 4,011	Interim of Tls. 3 1/2 for 1905 .....	7 %	Tls. 133 buyers
Shanghai Horse Bazaar Company, Limited .....	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904 .....	7 1/2 %	Tls. 80 sellers
Shanghai Pulp and Paper Company, Limited .....	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,968	Interim of Tls. 6 for 1905 .....	9 %	Tls. 150 sales
Shanghai-Sumatra Tobacco Company, Limited .....	30,000	Tls. 30	Tls. 30	Tls. 24,820 Tls. 25,000	Tls. 1,207	Final of Tls. 6 making Tls. 9 .....	13 1/2 %	Tls. 68 sales
Shanghai Waterworks Company, Limited .....	7,202	£20	£20	Tls. 170,000	Tls. 17,202	Interim of Tls. 15 for 1905 .....	4 1/2 %	Tls. 440 buyers
South China Morning Post, Limited .....	6,000	\$25	\$25	none	Dr. \$5,048	None .....	...	\$20
Steam Laundry Company, Limited .....	15,000	\$5	\$5	\$75,000	\$700	60 cents for year ended 31.5.04 .....	7 1/2 %	\$8
Straits Ice Company, Limited .....	2,000	\$100	\$100	\$200,000	...	\$5 for 1905 .....	...	\$150
Tientsin Waterworks Company, Limited .....	2,000	Tls. 100	Tls. 100	Tls. 200,000 Tls. 4,000	Tls. 1,012	Final of Tls. 4 making Tls. 8 1/2 for 1904/5 .....	7 %	Tls. 123 sales
United Asbestos Oriental Agency, Limited .....	9,900	\$10	\$10	\$99,000	\$551	80 cents for year ending 31.5.1905 .....	9 %	\$50 sales
Do. (Founders) .....	100	\$10	\$10	\$1,000	...	\$19.80 .....	11 1/2 %	\$180
Watson (A. S.) & Co., Limited .....	90,000	\$10	\$10	\$900,000 \$15,000	\$6,006	Final of 50 cents making \$1 for 1904 .....	7 %	\$14 1/2 buyers
William Powell, Limited .....	15,000	\$10	\$10	\$4,500	\$676	Final of 20 cents making \$1 20 for year 1904/5 .....	10 1/2 %	\$11 sales